

London, June 15.—In the House of Commons, today, Mr. A. Bonar Law announced that Lord Rhondda has been appointed Food Controller, Lord Rothermere having refused the office.

The Weather

Local thunderstorms. The maximum temperature recorded yesterday was 79.4 and the minimum 71.3, the figures for the corresponding day last year being respectively 83.0 and 67.8.

(Reuter's Agency War Service)
The Hague, June 14.—Jonkheer Jonge has been appointed Minister of War. This is the first time a civilian has held the post.

DRUGS, ETC. OFFICE.

lans and two of them dentists. The base hospital will be fully equipped in every respect. Many of the nurses are young women prominent in St. Louis social circles. They are fully trained and experienced nurses, however. All the physicians, dentists and chaplain have been enrolled in the Officers' Reserve Corps.

Chu Chao-hsin is Loyal
Shanghai, June 16.—Mr. Chu Chao-hsin, the Commissioner for Foreign Affairs, returned to Shanghai this afternoon, after a brief visit to the United States.

The master and 29 of the crew were drowned, but the remainder clambered into a boat and drifted without food for 16 days, when only two out of the 29 survived. These were eventually picked up, in a terrible condition. One of the survivors has lost his foot, besides other serious injuries.

British Aid Shantung
Special Correspondent, *now of The China Press*
Weihsein, Shantung, June 11.—On June 1, one thousand soldiers left Weihsein for the west. From all reports they were to join the Tsinan troops and march north. Two days later six hundred infantrymen arrived from Pingtu to take the places of those transferred. Every-

to Nanking, to see Vice-President Feng Kuo-chang.

Interviewed by a representative of Reuter's Agency, Mr. Chu stated that he had a long conversation with the Vice-President, in the course of which Marshal Feng Kuo-chang stated that his policy would be to strongly oppose any monarchical movement, support President Li Yuan-hung, strengthen the relations between the North and South and insist on the country remaining united and that he would use all his influence towards having the political problems now agitating the country solved according to law.

President's Explanation

Angers Ni Shih-chung

(From the Chinese Press)

Commenting upon the explanatory telegram sent by the President, following his Mandate dissolving Parliament, General Ni Shih-chung, in a circular wire, informed the various independent provinces that the message is intended to stir up trouble with them. The tone, he said, was anything but repentant. He believes that grave consequences will follow on account of the communication.

In response, General Wang Shih-chien explained to him the conditions under which the President despatched the message. Ni arrived at Tientsin Wednesday night and ordered his troops to remain there, awaiting orders. He is at present negotiating with the General Staff of the rebels in that city.

Dr. Wu Ting-fang and his son are now in Peking, upon the invitation of former Premier Lu Chun-hsin. He took only three servants with him.

Hsu Chian, the Vice-Minister of Law, has resigned and left the Capital Wednesday night. It is expected that he will resume his law practice in Shanghai.

The Ministry of the Interior has been instructed to take possession of all the documents of the Upper and Lower Houses.

The Provincial Assembly of Fokien was dissolved by Tsuchun Li Hua-chi Wednesday. Both the military and civilian factions are greatly irritated. A mass meeting will be held today, to pave the way for a big demonstration.

Robber Bands Active

Special Correspondence of The China Press

Sutien, N. Kiangsu, June 11.—This district is quiet so far as the threatened revolution is concerned. General Chang Hsun has ordered the soldiers who haven't already gone to Hsuehchow to the camps near the canal. It is reported here that the soldiers from Hsuehchow have been ordered to Yaowan and those at Yaowan have been shifted to Tsiaokichwang. All the movements seem to be in the direction of getting the troops as near the railroad and the Canal as possible, with the idea of preparing for a quick shift northward in case of open hostilities there.

The robber bands keep up their marauding in the nearby villages. We can hear the shooting in the villages in almost all directions when night comes on.

GIRLS' SCHOOL EXERCISES

Special Correspondence of The China Press

Weihai, Shantung, June 7.—The Presbyterian Girls' High School held its graduating exercises on June fourth in the Presbyterian Church on the Mission Compound. Thirteen young women received their diplomas amid the applause of many friends and relatives. The church was jammed to the doors and many of the prominent people of the city were present.

Famous Prima Donna To Aid U.S. Red Cross At Shanghai Concert



Miss Bessie Abbott

Miss Bessie Abbott, one of America's most famous and popular prima donna, now on a pleasure trip through the East, has decided, with her country in the war, to lend her glorious voice for the benefit of the American Red Cross and will sing at several places for this purpose. Her first concert on this line, in Manila, was a huge success, as agreed by the Governor-General and three thousand other people who heard her, whilst the great charity benefited by Pesos 3,000.

Stopping in Shanghai for a while, Miss Abbott will give her second concert here, on the evening of July 3, at the Olympic Theater and, it being only the second solely American war benefit which Shanghai has had, the affair would seem to be assured the greatest support. Consul-General Sammons has already lent his patronage and is doing all possible to make the concert a success.

It having been decided to auction the boxes, the Consul has bought the first one and there should be big competition for the remainder. Offers can be made to Miss Abbott's manager, Mr. Louis A. Reed, at the Astor House.

Though she will take on the major part of the work, Miss Abbott will not be alone on the platform, Mr. M. Speelman and other talented musical favorites, having already consented to help, whilst others are only waiting to see if they can conveniently fit in the concert with other engagements.

Altogether, the concert will be a fitting start to what is going to be the biggest celebration of "the Fourth" Shanghai has ever known.

The Frawley Company

The popular Frawley company changes program Tuesday evening at the Lyceum, "Twin Beds" being the medium. This farce, written by Margaret Mayo, scored one of the biggest successes of recent years in the States. "Under Cover" has its last performance tomorrow night.

The Apollo

The wonder serial, "The Shielding Shadow," holds the place of honor in the new screen program beginning at the Apollo tomorrow night. The third and fourth episodes of this thrilling film hit will be shown, and there will be, in addition, two funny comedy features and the Pathe gazette. "At Bay" remains the head-

liner for tonight with three other pictures to complete the bill. St. George's Open-Air Cinema. St. George's Gardens, Bubbling Well Road, announces change of program for the open-air cinema tomorrow evening. "The Far Eastern Olympic Games," recently held in Tokio, will be shown for one night only.

Victoria and Olympic

Tonight and tomorrow the Victoria management will show two sure-fire feature films, the 13th episode of "Peg o' the Ring" and the two part Charlie Chaplin scream, "The Pawnshop."

The great Italian masterpiece "Excelsior," in four acts, will be given at the Olympic at the matinee and evening performances today and also tomorrow night. In addition the bill contains the two part Mutual "The Count," featuring Charlie Chaplin.

The Isis

The Francis Dainty company continues its sensational balancing feats at the Isis tonight and the 9th and 10th episodes of the Master plot serial "The Mysteries of Myra" and three funny comedies will be screened.

The Towa

Towa Cinema Theater begins a new bill tomorrow night. Tonight's show includes a three part drama of the present war, "His Mother's Call," and two comedy reels.

JAPAN GETTING FAKED GERMAN RADIO REPORTS

Come From Unknown Station, Giving Exaggerated Stories Of Victories

(Reuter's Agency War Service)

Osaka, June 16.—The Asahi reports that the wireless apparatus at Kure naval station receives aerograms from an unknown station, nearly every day. It is believed that these messages are of German origin. Most of them are in code, but some consist of war news, giving exaggerated accounts of German victories.

BRITAIN'S PRISONERS

(Reuter's Agency War Service)

London, June 15.—In the House of Commons, today, Mr. J. F. Macpherson, Parliamentary Secretary to the War Office, stated that, up to the end of May, the British had taken 76,067 prisoners, to which must be added at least 8,000 for June. Also, since July 1, last year, they have captured 434 guns on the west front and taken 10,900 prisoners in Mesopotamia and 8,739 in Egypt, where they have captured 18 guns, while, since the beginning of the war, they have captured 132 guns in Mesopotamia, excluding the guns lost at Kut and subsequently re-captured. Mr. Macpherson added that, since July 1, 1916, the British have regained about six hundred square miles of ground on the west front.

BOHEMIA TO REVOLT?

Chicago, June 7.—Local Bohemians have received cablegrams from the Paris headquarters of the Bohemian Liberals, stating that Bohemia is on the verge of revolution against Austrian domination.

Smooth Way For Irish Settlement By Release Of Rebels

Bonar Law Hopes It Will Aid In Opening Convention With All Friends

(Reuter's Agency War Service)

London, June 15.—In the House of Commons, today, Mr. A. Bonar Law said that the Government had long and anxiously considered the position of the Irish political prisoners and had arrived at the decision which it was now his duty to announce. The Government felt, after carefully considering the approaching session of the Convention at which Irishmen themselves would meet to settle the difficult problem of the future administration of their country, that this great experiment would mark a new era in the relations between Ireland, the United Kingdom and the Empire.

It was, therefore, beyond measure desirable that that Convention should meet in an atmosphere of harmony and good-will in which all Parties could unreservedly join. Nothing could be more regrettable than that the work of the Convention should be prejudiced at the outset by embittered associations which might even hinder that settlement to which all looked forward with hope.

"In the circumstances, the Government has decided that they cannot give better earnest of the spirit in which they approach the Convention than by removing one of the main causes of serious misunderstanding on this subject with which it is in their power to deal. They have decided, therefore, upon the release of all the prisoners now in confinement in connection with the recent rebellion in Ireland."

"They have not, however, arrived at this decision without careful consideration of two aspects of the case which it is impossible to ignore and they have satisfied themselves that, in the first place, public security will not be endangered by such an act of grace and, secondly, that in none of the cases concerned participation in the rebellion was accompanied by individual acts which would render such a display of clemency impossible."

"In recommending His Majesty to grant a general amnesty to the persons in question, the Government are inspired by the sanguine hope that their actions will be welcomed in a spirit of magnanimity and that the Convention will enter upon its arduous undertaking in circumstances that will constitute a good augury for that reconciliation which is the desire of all Parties in every part of the United Kingdom and the Empire."

Mr. Joseph Devlin expressed the gratitude of the Nationalists at the action taken by the Government, which representatives of the Liberal and Labor parties heartily approved.

INSURE U. S. SOLDIERS

Washington, June 8.—It has been officially announced by the Secretary of War that, in lieu of providing for pensions for those dependent upon American soldiers killed in the present war, or permanently disabled, the Federal Government will provide for the insurance of every soldier in the sum of \$4,000, this amount to be paid to those dependent upon him in case he is either killed or disabled while in military service.

SILVER MARKET BRISK

(Reuter's Agency War Service)

London, June 14.—Samuel Montagu's weekly silver report states that the market has at length left the doldrums, in which it has remained for over a month. The fact was accompanied by abrupt upward movements in price. The disquieting news from China aggravated the firmness of the market.

HEAVY RAINFALL FIGURES IN THE LAST FIVE DAYS

Over 8 Inches Precipitation In Local District During Recent Wet Weather

During Friday night and Saturday 1.26 inches of rainfall were recorded in the city. This brings the total for five days, beginning June 12, up to 8.3 inches. As a casual observer remarks, "the drought, when it did break, was, as you might say, shattered."

WILLARD IN FORM

New York, May 13.—Jess Willard, the world's heavy weight champion, furnished local enthusiasts and critics with a revelation during his stay in this vicinity last week. Many of the local advocates of

the ring sport had come to believe that the big Kansan had taken on extra poundage to the extent that he was weighing in the neighborhood of 350 pounds, and was to be regarded as hopelessly out of the running so far as his ring future was concerned. This belief was caused partly by reports emanating from the West.

Willard, however, upon arriving in town, soon convinced the local skeptics that he was in superb physical condition and carried only about twenty-five pounds extra weight, which, he explained good-naturedly, could be taken off in a month or six weeks of real hard training. Willard also declared that he was ready and eager to contract for a championship bout if his financial and other demands would be met by any promoter in the country, and providing that the promoter could obtain an opponent who possessed enough ability to give him a real test. The heavyweight champion opined, however, that there was a noticeable scarcity of formidable heavyweights in the ring just now.

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A PURE SPARKLING crisp NATURAL MINERAL WATER.

Valuable health properties not to be obtained in ordinary waters.

PRICE which puts it within reach of all.

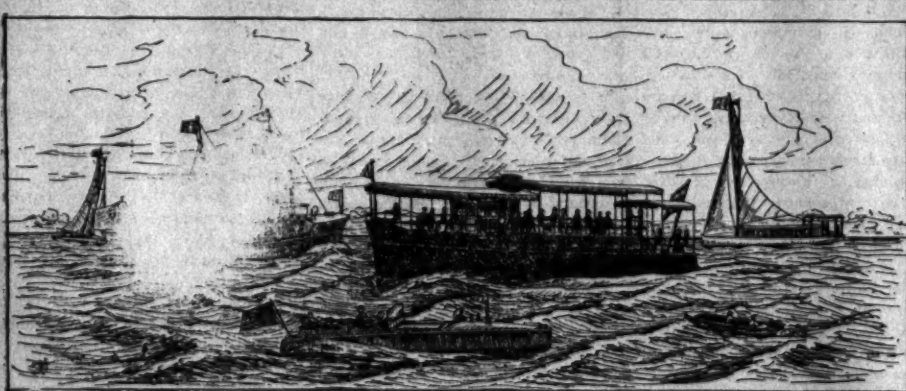
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FAIRBANKS, MORSE CRUDE OIL MARINE ENGINES: 15 to 200 h.p., no hot bulb, no water drip.

—: WINNERS AT HEN-LI SPRING REGATTA :—

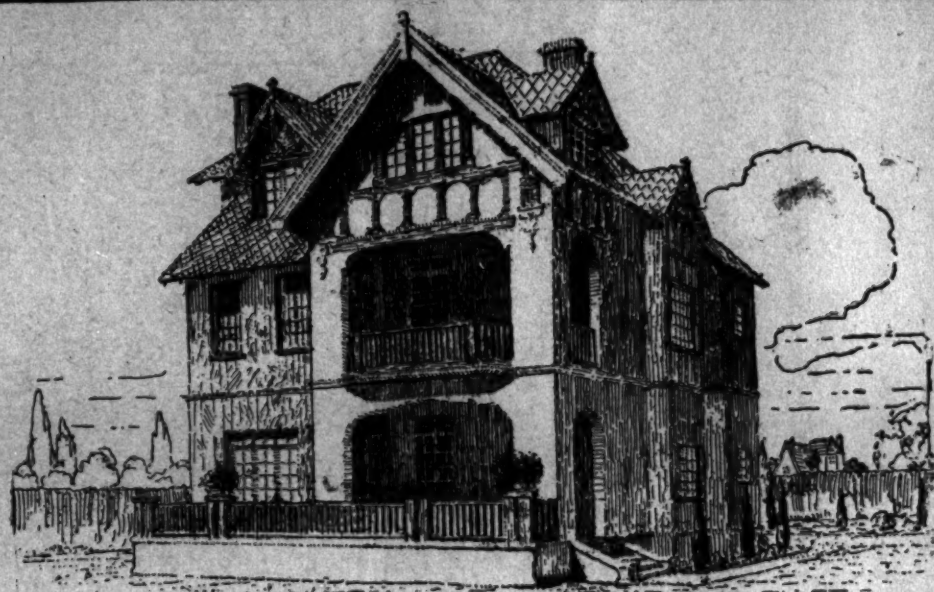
The winners of first and second places are equipped with Buffalo and Van Blerck Engines.

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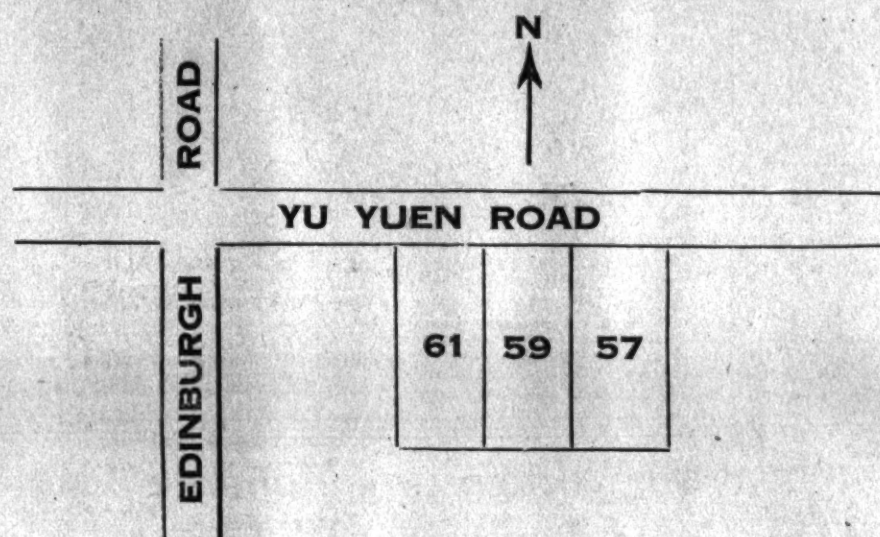
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(Corner of Rue Massenet and Rue Molier)

Six Rooms: Three Bathrooms TLS. 22,000



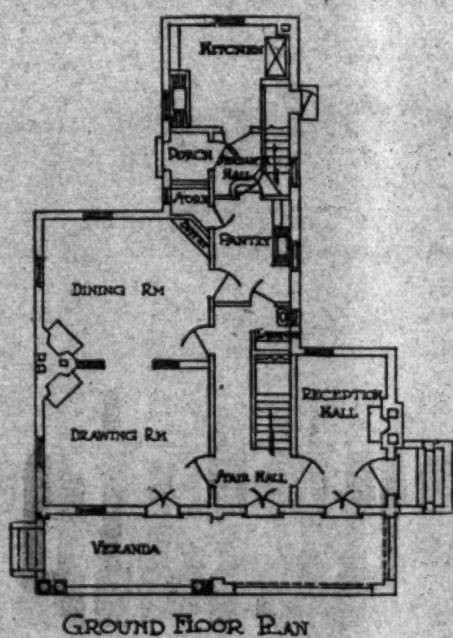
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each with six rooms and three bathrooms

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Three new houses,
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39

NANKING
ROAD

SIX MILLION TONS OF SHIPS PLANNED IN U.S. TO FOIL THE U-BOATS

Shipping Board Proposes To Take Over Product Of All Steel Mills And To Cancel All Private Contracts

PUT SHIPYARDS UNDER GOVERNMENT SUPERVISION

Vessels To Be Built In Two Years—Co-Operation Of Labor Is Assured—Bond Issue Expected To Meet Huge Bill

Washington, May 8.—An appropriation of \$1,000,000,000 will be asked from Congress by the Shipping Board for the construction of a steel and wood merchant fleet, aggregating between 5,000,000 and 6,000,000 tons, to break the German submarine blockade. It is planned to build these vessels in the next two years.

To carry out this program it is planned to divert for the use of the Government products of every steel mill in the country and to cancel contracts already existing between the steel mills and private consumers.

Where it is necessary the Government will pay damages to those parties whose contracts are cancelled. Contracts which have been made for work connected with the national defense and for railroad construction will be exempted.

Bond Issue Expected

It may be unnecessary for the Government actually to take over the shipbuilding yards, and they probably will be operated by their present owners under strict governmental supervision.

It is expected that the \$1,000,000,000 required will be raised by a bond issue, although Congress may choose to raise the money some other way.

The Shipping Board already has drawn up the bill calling for the appropriation. The bill will be introduced within the next few days, and the Administration hopes to have the legislation passed immediately in order to start work on the construction program within two or three weeks.

It is planned to have the first of the wooden ships ready by Oct. 1.

The program contemplates the use, to the maximum, of every resource within the United States. Should the number of vessels thus turned out be inadequate to meet the German submarine menace shipbuilding facilities will be increased. Labor is in line.

Co-operation of the labor organizations has already been pledged, it is understood, and there will be no legislation unless the present program is changed looking to the drafting of the labor necessary to carry out the plans.

All other industries kindred to the steel trade, or in which the use of steel figures largely, will be affected by the proposed legislation. To adjust equitably their losses, the Administration contemplates the creation of a tribunal to determine the extent of private losses.

This plan of the Shipping Board was interpreted in some quarters as proof that its members still believe the only practical way to handle the submarine problem is to meet it with plenty of armed ships.

Improvements in life-saving equipment are planned by the Government to give crews a better chance for their lives should their ships be torpedoed.

Beauty To Wed Battenberg Prince



LADY IRENE DENNISON.

Lady Irene Denison, only daughter of the vastly wealthy Earl of Londesborough, whose engagement to Prince Alexander of Battenberg is just announced in England. Prince Alexander is a brother of the Queen of Spain. Although the Battenbergs were originally a German house, they have resided in England so long that they are now generally regarded as being English.

Not Recognising Mandate Old Parliament Will Meet In Nanking Or Shanghai

BY NATHANIEL PFEFFER
(Staff Correspondence)

Peking, June 14.—It is the South's next move and lines are being drawn here for that move. There has already begun a quiet exodus of Southern men and, more important still, of Parliament members.

Well authenticated reports are to the effect that the Parliament dissolved by Li Yuan-hung's mandate never will recognise that mandate as constitutional and will convene either in Nanking or Shanghai as the only lawful body.

Two hundred of the five hundred or more members of Parliament have already got out to Tientsin, from where they can easily make their way down to Shanghai on the foreign steamers. For those still left in Peking it is going to be a risky procedure. The speakers and vice-speakers of both houses are said to have been notified that they would not be allowed to leave

Peking. Police officials have already been calling at the homes of other leading members to get an idea as to their whereabouts.

The Wagon-lits today looks like a parliamentary lobby. Being in the Legation quarter the hotel affords refuge for those who believe they need refuge. At present C. T. Wang, Eugene Chen and many of the other younger men are at the hotel. Others have taken quarters where they are not known and are slipping out one by one on the Southbound trains.

Just what the Southerners will do depends upon the fortunes of the first troop movements in the South. They claim Kwangtung, Kwangsi, Kweichow and Yunnan as sure; Szechuen and Hunan virtually sure and Chekiang and Fukien ready to fall in line despite the attitude of their Tachuns. And, what is more, they place their faith on the support of Feng Kuo-chang. In fact, some

of them talk of him as their President if they establish a provisional government—as they will if they have any military success in the South.

Whether Feng will accept, whether he will allow rebellious activities in his own city of Nanking and whether he will give the use of his troops are other questions. It must be remembered that the model army of 10,000, which belongs to Feng, is bottled up here in Peking. That might give Feng pause; probably it will.

On the other side is the feeling

toward Chang Hsun. There has been an intricate entanglement of double-crossing and re-double-crossing with respect to Chang Hsun that makes the ordinary Chinese political maneuvering seem lucid. That there is a wide split among the Tachuns has been obvious to everybody for days. There are many reasons for this split—the restoration of the monarchy, the matter of ousting the President, his successor, the new Premier—but chiefly it is Chang Hsun. For Chang Hsun's dramatic

entry as mediator, the sending of the ultimatum in his name and the success of that ultimatum have increased Chang's prestige tremendously—far too much so for the other Tachuns.

They fear now that they have been mere figures in the background and that the only one who gets glory or strength out of it is Chang. There are reports here that some of the Tachuns regret their truculent and determined attitude and that while openly they were using their influence to induce the President to accept the ultimatum and dissolve Parliament, secretly they were hoping and perhaps trying to bring it about that he would not. A rebuff to Chang Hsun would have been greatly to their liking. That also may have had something to do with Chang's delay in coming to Peking. In any event it is certain they don't care to see him in the President's palace, at the President's ear and elbow—and right in the Forbidden City. A sudden coup might make Chang Hsun the most powerful man in China. He is not far from that now.



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EGG MALTED MILKS

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WE HAVE BEEN ROUND WITH THE BLUE PENCIL THIS WEEK

WHITEAWAY'S
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Just come in and look round and see the sweeping reductions we have made for Monday. In every department we have cut at the prices and you will find some rare bargains.

BARGAINS

BARGAINS

BARGAINS.

WHITEAWAY'S
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For the Kitchen
10 Pint Enamel Sauce Pan as Sketch.
THIS WEEK
Price **\$1.25** each



AN UNIQUE OFFER

SHEFFIELD MADE DESSERT KNIVES as sketch, good looking and made of best Sheffield steel, Xylonite handles.

\$6.00
DOZ.

THIS WEEK **\$6.00** Per Dozen.

Makers Ford and Medley.

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Worth Buying Today
Strong Birchwood Gocart, Carpet seat and arms, Rubber tyres.
THIS WEEK **\$10.00**

Gents' Washing Ties 5 for \$1.00.

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A smart Stylo Pen for 75 cts.

This Week. Men's Colored Shirts \$1.00 each.



Every Lady needs a good Umbrella during the rainy season. We offer you a useful knockabout one
This Week **\$1.25**



For Picnic Days
Hot or Cold Flask. Ideal for Train or Motor use, get one now at this price. Pint size
THIS WEEK **\$2.50** EACH



\$11.50

AMERICAN BEDSTEADS
The Biggest Value in the city. Square Mesh and Springs as Illustration. THIS WEEK **\$11.50** each



Come up in the Crockery and see these
CLARET GLASSES
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FOR A RAINY DAY
Good Strong Gents' Umbrellas. Variety of handles to choose from reliable cloth cover.
THIS WEEK **\$2.00** each

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Huge Choice of Novels 5 for \$1.00.

This Week. Ladies' Vests 2 for \$1.00.

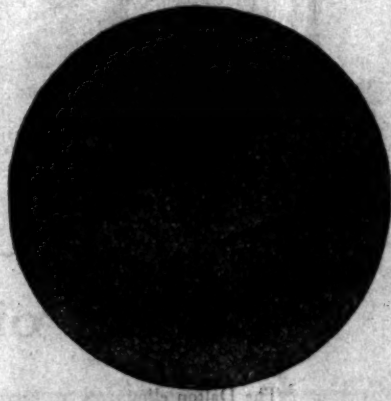
Men's fourfold Summer Collars \$2.50 dozen.



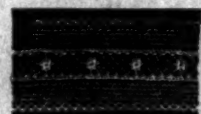
Men---Read This!
Good Summer Half Hose
in Black White or Tan
THIS WEEK
3 Pair \$1.00
Fine Lisle Half Hose
Tan Color
THIS WEEK
2 Pair \$1.00



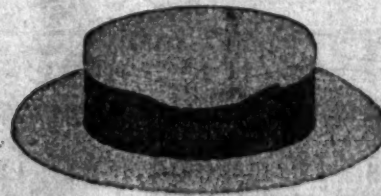
That Lovely Ice Cream
The kind the kiddies like.
You can make it in a
Peerless Iceland Freezer
See these prices
1. 2. 3. 4. quart
\$5.00 6.50 7.50 8.50 Each



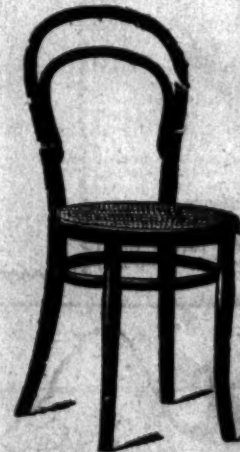
Tennis Players
Call in This Week and get a
DOZEN SLAZENGER
1917 BALLS 1917
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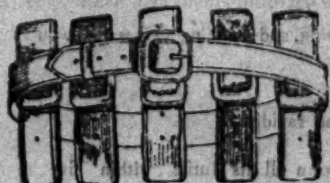
All Shanghai Ladies should note this bargain
Val Insertions
THIS WEEK
We offer about 300 dozen at
HALF PRICE



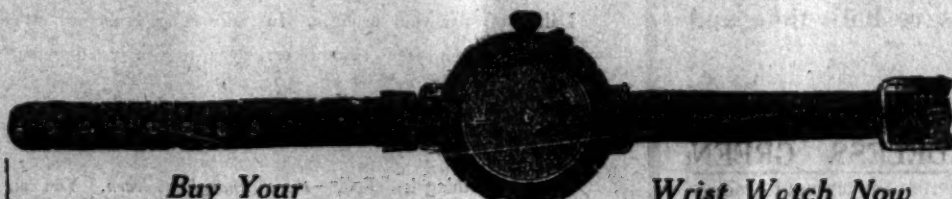
If you want a good
Straw Hat you can get one
THIS WEEK **\$1.00** Each



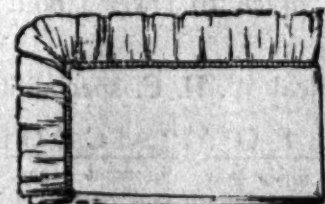
A Remarkable Value
Bentwood Chairs, as sketch, well made, seasoned wood, strong cane seat. They are a real bargain
THIS WEEK **\$3.00** each



Now---Tennis Players.
Leather Belts
Black or Tan. Strong make
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\$2 for \$1.00



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Smart little gunmetal wrist watch as illustrated here. fine timekeeper
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Strong Frilled Pillow Cases
Reliable white cotton that will wash and wash well
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\$2 for \$1.00

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'SCHEIDEMANN PEACE' IS UNDER HOT FIRE

Danish Editor's Version of German Socialists' Position Stirs Fatherland

Berlin, May 12. (via London).—The statements regarding peace terms favored by the German Socialist Party, which the Danish Socialist Borghjerg is said to have made to the Workmen's and Soldiers' Council in Petrograd, has caused much dissatisfaction in Germany among all classes. Even the German Socialists protest against such representations of their peace views.

It must be remembered that among Socialists, especially those now at the front, there are many who do not see eye to eye with Scheidemann, (the leader of the Reichstag Socialist majority), on the subject of peace conditions, and they often give expression to their ideas in letters to the *Feldpost*, which is the Socialist organ most widely circulated in the trenches and dugouts.

These letters leave no doubt that the men who have fought nearly three years on the blood-soaked battlefields, west and east, are not willing that all the hostile territory, now occupied by German forces, shall be handed back to the foe with a polite bow, as if the latter had never threatened to wipe out everything German and make the German workman a slave to him for generations to come.

Letters from the front to German Socialists at home sound the same note of desire for a peace "that will involve no increase of the burden borne by the workman," meaning that the Government must find a way to bring this about.

The newspapers, especially those in Bavaria and Baden, print many such letters, one effect of which was the recent resolution passed by the Karlsruhe Socialist organization opposing the Scheidemann peace terms. A Socialist member of the Reichstag asserts that the Munich and Nuremberg organizations may soon follow with similar resolutions, which, it is suggested, may compel Scheidemann to reconsider his peace program.

Berlin Socialists also are plainly showing dissatisfaction with what one weekly Socialist publication terms "Scheidemann's one-sided peace."

It is because of these considerations, perhaps, that the Executive Committee of the German Social Democratic Party issue the following statement on Borghjerg's mission to Petrograd:

We are not informed as to what Mr. Borghjerg really said in Petrograd. The report at hand is published by Mihukoff's telegraphic agency. In the conversation which M. Borghjerg had with the representatives of the German Social Democracy, peace without annexation was considered as a base of negotiations, which, of course, involves the maintenance of the integrity of Germany. This, however, does not exclude friendly negotiations regarding frontier corrections, wherever they seem desirable. Nobody would wish to prolong the war for even one day for that reason.

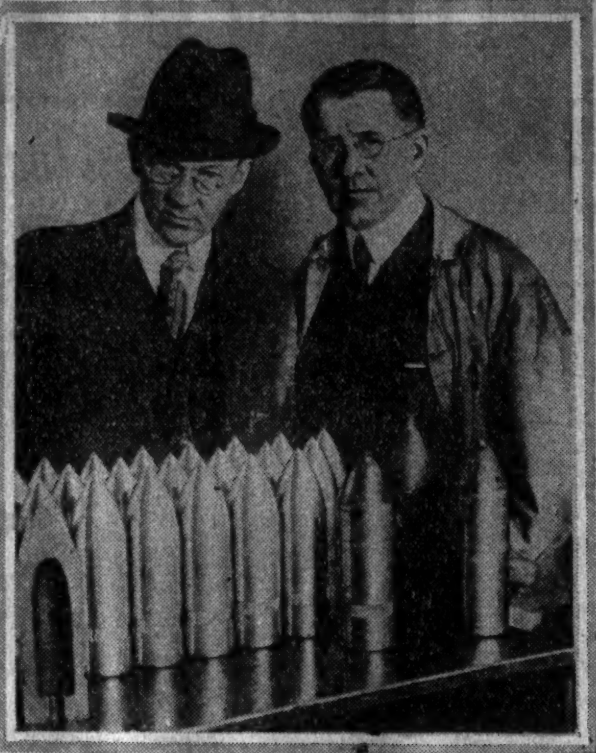
Even the radical papers like the *Zeitung am Mittag* find fault with this line "Socialist explanation." The *Zeitung* thinks that it really leaves matters as the Petrograd telegraph agency stated them, and remarks:

"The German Socialists should make it quite clear that they have given Borghjerg no mandate. It seems that Borghjerg meant quite well when he told in Petrograd what Scheidemann's friends had told him. But unfortunately he confided to men in Petrograd who only used his statements for their own propaganda against peace before a final victory."

"As the German Socialist Executive Committee omits to state clearly that the Danish Socialist has no mandate to negotiate peace in the name of German parties, we must put in energetic protest against any such mistaken idea. For such a mission Borghjerg lacks the necessary native understanding of our necessities."

"A Socialist demand for the maintenance of the integrity of the German Empire is the acme of absurdity at the moment when the military situation on land and water guarantees an early and victorious peace to Germany. We know that a very large part of German workmen does not care at all for Scheidemann's peace."

Shells For American Navy



United States naval experts inspecting shells for Uncle Sam's navy made at the Charlestown, Mass., Navy Yard. The exhibit shows the rough shell with its nose on, the shell before the copper receptacle is cut, sectional view and finished shell.

Church Services

Holy Trinity Cathedral—June 17—Second Sunday after Trinity. 8 a.m. Holy Communion. (sung) Hymn 217. 11 a.m. Morning Prayer (plain). Preacher, The Dean. Hymns 222, 639 p.m. Evening Prayer. Anthem "How dear are Thy counsels" Crotch. Hymns 326, 27. Preacher, The Dean.

St. Andrew's Church—2nd Sunday after Trinity. June 17. 8.00 a.m. Holy Communion. 10.30 a.m. Matins. 6.00 p.m. Evensong and Sermon.

Union Church—Sunday, June 17—11 a.m. Preacher Rev. C. E. Darwent, M.A.; Subject The ennobling of life; Chant 71; Choral Hymn "For all the saints" (Stanford); Hymns 3, 639, 176.

6 p.m. Preacher Rev. C. E. Darwent, M.A.; Subject "A feast of fat things"; Chant 79; Anthem "Lord for Thy tender mercies sake" (Farant); Hymns 231, 216, 693.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher: The Right Rev. F. R. Graves D.D.

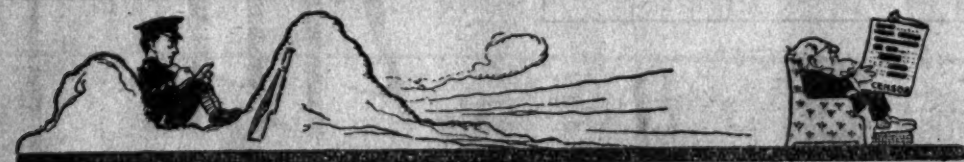
Shanghai Free Christian Church—(Corner of Range and Chapoo Roads.) The services in the above will be conducted as follows:—Morning 11 a.m. by Mr. Isaac Mason, Evening 6 p.m. by Mr. W. E. Entwistle.

Christian Science Society of Shanghai, Masonic Hall, The Bund, Sunday service, 11 a.m. Subject:—"God The Preserver of Man." Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

THE WONDER MIST WAY

What is it?

I wonder!



Now that obliteration is frequent, it is but natural to call "**KRYPTOL**" to mind.

"**KRYPTOL**" is a dense white undercoating for paint or enamel work, of sufficient density to turn black into white in one coat.

Its use does much to lower labour charges and save both time and money.

Other economical W. H. C. specialties are:—

"**SYNOLEO**" "SICCOLINE" FADELESS GREEN

the oil-bound Distemper that produces flat enamel results at water paint prices. Unique for its absolute washability.

the most concentrated drier made and most economical in use, always reliable and dependable.

a permanent pigment produced exclusively by W. H. C. remains green even under tropical suns, and supersedes Brunswick greens.

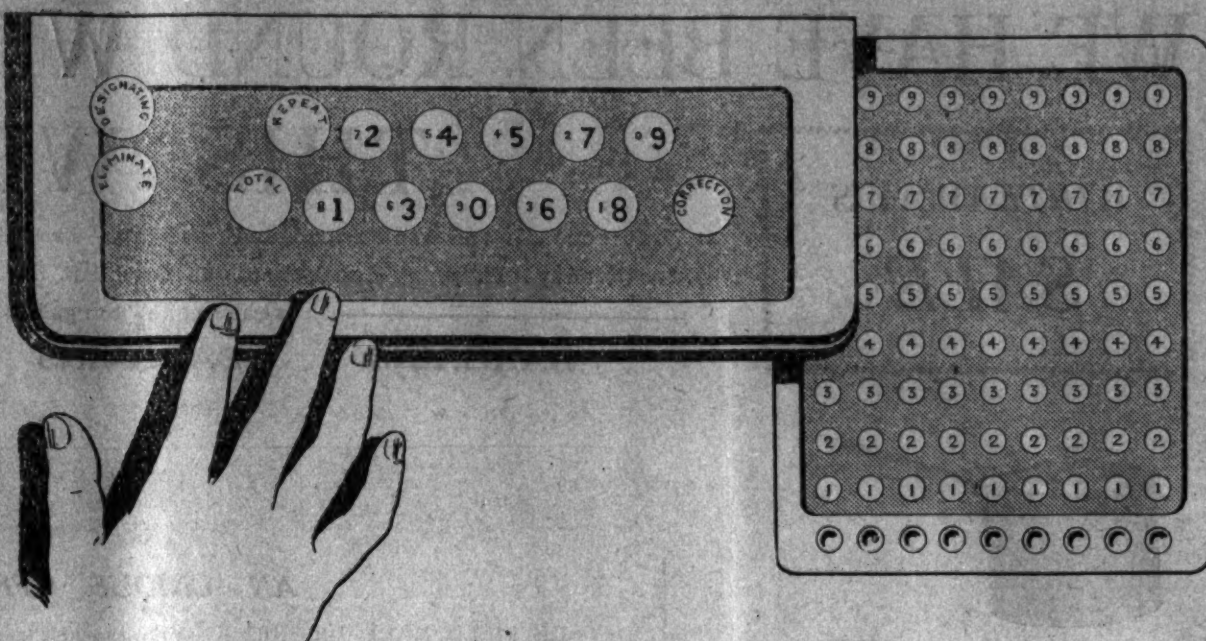
Wilkinson, Heywood & Clark, Limited
SHANGHAI & HONGKONG

Largest Stockists of Varnishes, Paints, Distemper, Enamels, etc. in the East.

Guaranteed Quality—Largest Factory Output—Biggest Reputation.

Buyers' Guide sent on application.

F. C. BANHAM, Manager in Far East, Shanghai.



Compare these Keyboards

On one side—the simple 10 button Dalton keyboard that anyone can operate. On the other a mass of 81 keys requiring special instruction and long practice before speed and accuracy are possible.



Vital Points about the Dalton

The Dalton eliminates 71 keys of the ordinary adding machine and make 10 keys do the same work. The simplicity of it has made possible the touch method of operation. Touch operation increases speed from 25 to 80%, and in addition tremendously decreases the liability to commit error by pressing the wrong key—there are seven times fewer keys.

It is the only machine that is practical for dictation. The operator begins listing as soon as the first figure of an item is called, without waiting for the entire number. The Dalton automatically takes care of the decimal order thus allowing the operator to list and add items just as fast as the caller can call the figures.

There Is A Dalton For Every Purpose—For Your Special Need.

It makes no difference whether you do bank work, higher accounting, or operate the simplest retail store—there is a Dalton to solve your problem. In railroading, brokerage, wholesaling, retailing, manufacturing, municipal, private and public work, a Dalton stands ready to serve you, to give just those particular computing, listing and auditing values that you need in your work.

The Dalton subtracts, multiplies, divides, and handles fractions with ease and rapidity.

Nothing is difficult—there is naught to learn. You can make a Dalton perform all its duties within five minutes after you touch the keys. The secret of it is the simple ten button keyboard that fits your hand so perfectly.

Simple—Durable—Fast and Versatile.

Let use demonstrate these qualities for you.

MUSTARD & CO., Agents,

22 Museum Road.

Shanghai

GERMANY IS FEELING MORE KEENLY NEED OF RAW MATERIALS

Confiscation Of All Timber Is
Imminent, Requiring A New
Department Of Government
To Conserve What Is Left

WOMEN MAY BE CALLED ON
TO SACRIFICE THEIR HAIR

Silver And Nickel Coins Are To
Be Demonetised To Stop
Hoarding—New Diplomatic
Post For Bernstorff

By Cyril Brown
Copenhagen, May 5 (via London,
May 6).—Several suggestive economic
items are gleaned from the German
press.

The confiscation of all timber is
imminent, probably entailing the or-
ganizing of an Imperial War Timber
Ministry—a new measure necessitated
by the greatly increased consumption
of timber by industry under the strain
of war, notably in the mines, affording
another significant indication of how
the production of war material is
being strained to the limit.

There is also an intimation that a
smaller acreage will be planted in
potatoes this year than last, an an-
nouncement by the Imperial Potato
Bureau stating that farmers may
use their own judgment as to whether
or not to plant less acreage than last
year the smaller quantity of seed
potatoes to be allowed them.

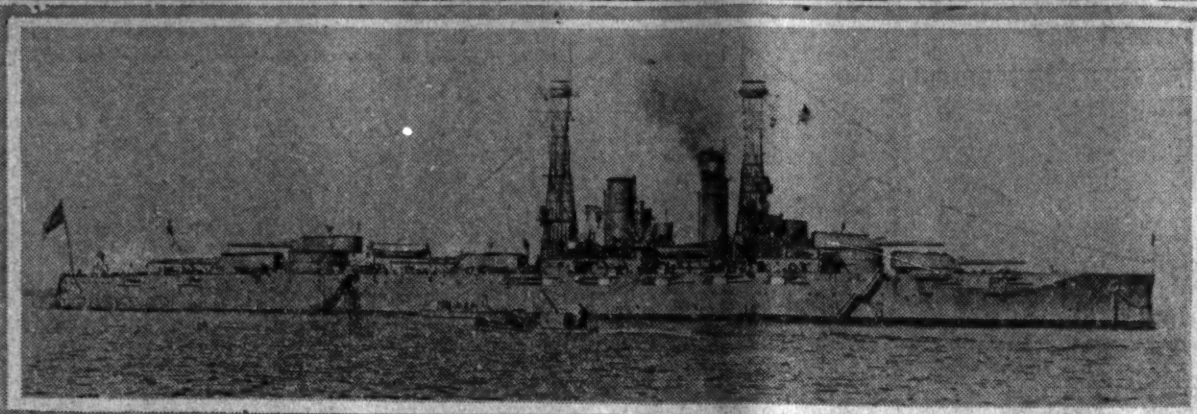
Women's Hair Wanted
A suggestive paragraph in the
Lokal-Anzeiger says German women
need not tremble for their braids;
nevertheless, Mars desires to get hold
of hair comings as a valuable sub-
stitute raw material for war industries.
For example, machinery belts are now
being manufactured in part of a
mixture containing human hair.

The Lokal-Anzeiger, however, warns
patriotic German women, particularly
in the country districts, to be on their
guard against volunteer gatherings of
hair, advising them to save theirs
until an appeal to German women is
issued officially in the interest of the
Fatherland.

Silver and nickel currency will soon
be withdrawn as legal tender in Ger-
many to prevent hoarding. It is
intimated that the present silver and
nickel coins will never become legal
tender again, but will have only their
actual metal value. Therefore Ger-
mans are advised to turn their silver
and nickel into paper before the yet
unfixed period for currency change
expires.

New Post For Bernstorff?
Berlin hears that Count von Bern-
storff was received by the Kaiser at
headquarters on Thursday and is to

Superdreadnought New York, One Of Uncle Sam's Most Powerful Fighting Ships



The U. S. S. New York is one of the most heavily armed ships in our navy. It is equipped with ten 14-inch guns, twenty-two 5-inch guns, four three-pounders and four 21-inch torpedo tubes and is a super-dreadnought of great speed.

get a new job, after all. Rumor says
he is to take charge of a German
legation. Sweden is insistently men-
tioned. For some time after his
return Count von Bernstorff was ex-
tremely unpopular in official German
circles and unofficial Conservative
quarters, where he is persona non
grata because, it is charged, he had
been too pro-American.

When I saw Bernstorff he whimsi-
cally admitted having been branded
pro-American and hinted that he didn't
know whether he would ever get
another job. Since America entered
into the war Bernstorff's stock has
rather gone up again and his views
on American questions are gaining
serious consideration.

Largely to Bernstorff's influence is
to be traced the Imperial Govern-
ment's ostrich-like policy of taking
no official notice of the existence of
a state of war with America, and do-
ing nothing to encourage or arouse
war enthusiasm in that country.
Bernstorff is constantly preaching on
his favorite text that Germany will
need America very much after the
war.

There is as yet no indication of a
probable departure from the German
policy of passivity toward America,
despite the fact that Americans still
in Germany are subject to police
regulations as alien enemies, required
to report daily to the police, to be in-
doors by 10 at night, and, for those in
Berlin, not allowed to leave the city
limits without special police permis-
sion. Letters from American busi-
ness men in Berlin reaching Copen-
hagen say that American business
enterprises have not been hampered
thus far.

Signs of Discord
Since Deputy Heckscher, a Liberal
member of the Reichstag, recently
sounded in the Tag a stirring warn-
ing against the traditional Germanic

vice of internal discord, arguing that
Germany's most dangerous foe is
within the empire, a remarkably in-
creasing number of voices have been
raised in the German press, ringing
the changes on the same theme. They
either deliver impassioned polemics
against pacifism, or agitate for op-
timism regarding the outcome of the
war, furnishing illuminating hints re-
garding the German state of mind
today.

A letter printed by the Deutsche
Tagessetzung, expounding the thesis
that the nation's hope assures victory,
opens significantly with the declara-
tion, "Taking ever a more concrete
form, rumors are arising among a
portion of the laboring masses and
a spirit is gaining the upper hand in-
consistent with holding out for
ultimate victory."

For this dangerous spirit of dis-
satisfaction and unrest among the
working classes, the writer, by im-
plication, blames Scheidemann and the
other moderate political leaders, as
well as the attitude of the Liberal and
Socialist press on the war aims,
particularly the no-annexation, no-
indemnity propaganda.

Along the same lines Count zu
Reventlow, lecturing in Berlin, painted
"an inspiring picture of the military
situation," but sketched the internal
situation in far less favorable colors,
placing the maximum blame for the
internal moral weakness on the Ger-
man Social Democracy and pleading
for "strong action unless our course
of victory is to be interrupted, with
the possibility of most unfortunate things
happening during the peace negotia-
tions, rendering all our sacrifices
useless."

"Must Change," Says Reventlow.
"Matters must change with us in-
ternally," he proclaimed. "All clear,
nationally thinking Germans must
rally together and make their will

known. Had German labor been pro-
perly educated it would not have been
for a Scheidemann peace but for a
German peace. This education is to-
day the dictate of absolute national
necessity."

Major Morant also takes a fling at
the pacifists, pacifists and other
"weaklings," saying: "Only in Ger-
many are there alleged connoisseurs
of the enemy's war psychology, who
even now, despite our victories in
the West, seem to feel they must veil
with pessimism every joyful outlook
for German victory and the future of
the war."

Effort Made In Germany To Dampen U. S. War Spirit

London, May 6.—The German
Government and the Government con-
trolled German press have adopted
the Bismarckian rule of saying and
doing nothing calculated to offend the
United States needlessly, and thus
quickened America's preparation for war.

Careful examination of the German
newspapers reaching here in the last
fortnight discloses that this policy is
being systematically pursued. A
messenger from Mars dropping down
suddenly in the Fatherland would be
unable to learn from the press that
Germany and America are at war.

References to the United States are
fewer than when the countries were
at peace and in no respect more bitter.
Even the comic papers appear to have
been muzzled. Simplicissimus has not
caricatured President Wilson in
several issues, the latest number con-
fining its anti-Americanism to a fairly
funny cartoon of Roosevelt dressed as
a cowboy, brandishing a revolver in
the direction of Europe and saying:
"Lucky thing for Hindenburg the
Atlantic lies between him and me."

The seizing of German shipping in

American ports evoked hardly any
comment and practically no abuse.
Any one familiar with the strict con-
trol the German Government exercises
over the press, especially concerning
foreign affairs, knows this "peace
fooling" attitude has a studied object.

Its purpose is to "keep America
quiet." It aims to deprive the United
States of any pretext for saying Ger-
many's attitude is provocative. It
hopes thus to dampen the American
war spirit and slow down America's
war efforts.

LIVING ON YOUR NERVE.

Everybody has a store of nervous
energy. When work or worry with-
out sufficient rest exhausts this store,
a condition results that medical men
call neurasthenia.

It is commonly met with in those
who have had keen anxieties, also
those who have cared for sick rela-
tives, and business men who worry
over their affairs and neglect to take
proper rest. Women who work be-
yond their strength, anyone who has
too much excitement and too little rest
may show the symptoms.

The signs are clear. Your com-
plexion becomes pale, you imagine un-
pleasant things, your brain insists on
working when you want to go to sleep.
Sometimes you are melancholy. Tell
that used to please you no longer do
so. Constipation is usually present.

You worry about yourself and your
work and cannot forget your anxieties.
No doctor can cure neurasthenia;
you have to do it yourself. First,
worry less and don't overtax your
strength; then, begin Dr. Williams'
pink pills for pale people, for they
supply new blood to feed your worn-
out nerves and so steadily build up
your health. Obtainable from Che-
mists, also post free, 1 bottle for \$1.00,
6 for \$5 from the Dr. Williams' Medi-
cine Co., 98 Szechuen Road, Shanghai.
FREE—Write a post card to the
above address, asking for a most use-
ful booklet on the home treatment of
nervous disorders.



Pour LUX on the troubled waters of the wash

Myriads of delightful Lux wafers are working wonders at
the wash-tub all the world over. In colour, these wafers are
so cream—to the touch they are as silk. Each single Lux
wafer is a tiny missionary for cleanliness and comfort. Their
mission is to make cleanliness really delightful and deligh-
tfully easy to attain.

LUX FOR WOOLLENS, BLANKETS, FLANNELS
AND DAINTY FABRICS.

Sold by all Chemists and Dealers

Agents:

LEVER BROTHERS (CHINA), LIMITED,
3 Kiang Road, Shanghai.

Compania General de Tabacos de Filipinas

CAPITAL £23,000,000

The largest cigar factory in the world

Specify "Company General" Cigars

TABAQUERIA FILIPINA

34 Nanking Road, Shanghai

Do You Realize That—

next Fall and Winter, owing to war conditions and the high cost of leather, your Shoes will
cost you more money than they did last year? Therefore, why not take advantage

of the

CLOSING-OUT SALE

at the

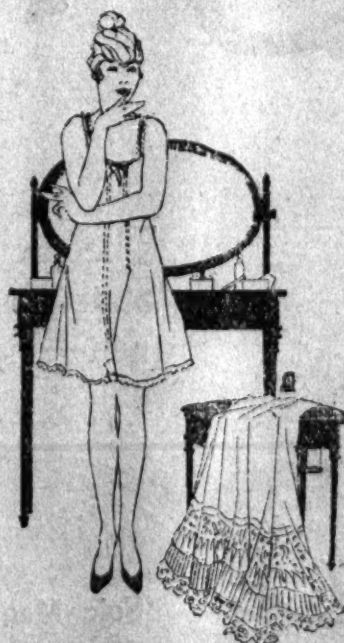
Anglo-American Shoe Company

21 Nanking Road 21

and buy your Fall and Winter requirements NOW?



Everything is being sold regardless of cost, and the sale
will be continued until the entire stock is disposed of. An
early call is desirable, so that you may be sure of getting
just the size and style you require.



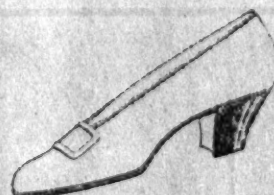
EXCLUSIVE STYLES

IN

FOOTWEAR

SILK HOSIERY

SILK UNDERWEAR



BRITISH GUNS HURL TEN SHELLS TO ONE FIRED BY GERMANS

World Correspondent At The Front Finds Superiority Of Haig's Artillery Immense And Overwhelming

LIKE COUNTER ATTACKS
BECAUSE OF FOE'S LOSS

Germans' Failing Power Both In Men And Material Evident—Hindenburg Continues To Pour In Reserves

By James M. Tuohy

British Headquarters in France, May 6.—"We are putting 9.2-inch shells into the Boches at 3,000 yards' range," a young Canadian artillery told me, with a note of jubilation in his voice such as one might expect if he had inherited a fortune.

"Just you damn well think of it! Think of what it meant to them!" he added, his eyes glistening with delight, his face wreathed in a smile of seraphic contentment.

Have Shells to Burn

I had had no experience to depend upon in estimating the feeling of Boches under these circumstances, but this cheerful hero's expression was eloquent of much. It was at the Battle of Arras that Boches had encountered these salvos of nine-point-tens at this inconveniently short range, and also at Vimy.

"We have shells to burn these times. When a battery needs supplies we ask for ten thousand rounds—by gee, if we'd asked for a thousand rounds in 1915 for a single battery, the Brigadier would have said, 'For a division, you mean' or more likely thought we were crazy.

"I know batteries that have fired 20,000 rounds since April 9; for not only have we no end of ammunition, but our guns nowadays have an average of ten times the life they had at the start of the war—that is, without losing their accuracy. They sometimes fire 20,000 without much loss of accuracy."

This artillery superiority, immense and overwhelming, is plain even to the civilian eye at every point of the British line. It is an accepted axiom of the present war situation, and every day intensifies its truth.

Two days ago I was on the site of the battle-field where, it is estimated, from the first to the last of the series of terrific contests, quite 200,000 men of all three armies, German, French and British, were killed.

Village a Rubbish Heap
In the distance you can see the Cathedral of Lens, the outstanding feature of the city, with numerous smokestacks outlined in the haze. Below lies what is still called a village, but really nothing more than an extensive rubbish heap in which hundreds of thousands of projectiles must lie buried.

This one-time habitation of man is still within range of the German last range guns, and a daily target for their shells, though, judging by what I saw of the results, they are simply indulging in blind shooting.

Having visited the entrance to this "unhealthy" spot, we had ascended again, about 300 yards, when the German began his afternoon bombardment, evidently aiming at the road, from which he went wide, his shells falling harmlessly in the open. Of thirty-four shells that came over in about twenty minutes fifteen failed to explode, and the percentage of dead seemed to be practically the same wherever the German did any shooting along this sector that afternoon.

Ten Shells to Germans' One

The British fire at least ten shells to the Germans' one, and though there must be some dead ones in any ammunition supply, the stories told by the German gunner prisoners as to the devastating effect of the British guns show that their "duds," as the men call them, are few and far between.

This testimony is grimly corroborated by what one sees of the German positions after the sustained fire of the British guns. They are a tangled mass of crevasses and craters, and probably the 9.2-inch shells at 3,000 yards account for the palatial German dugouts, twenty to thirty feet underground, being laid open to the light of day, their occupants, with their luxurious paraphernalia, being blown to smithereens.

More terrible still must have been the fate of those Germans where the shell fire plugged the entrances to their dugouts with immense masses of earth, leaving the men inside with sudden death on one side and no escape on the other, as possible alternatives of the residue of their existence.

A View of a Battlefield
How utterly impossible it is to realize the aspect of a modern battle-field from the written word, however vivid or realistic, or even from photographs, can only be brought home by optical demonstration. The camera presents a complete picture of a circumscribed area, a mere speck of a battlefield ten or twenty miles long, perhaps five miles deep in parts.

The spaciousness of the scene, the myriad activities in front, in and behind the lines, the incessant movement of men, guns, motor, horse and mule transport; the continuous patrolling in the air; the earth-shaking reports of the guns, the shrieking of

Widow Of Dublin Victim Stirs Los Angeles For Erin



MRS. SKEFFINGTON & HER SON.

Mrs. Hanna Sheehy Skeffington, widow of the Dublin editor executed by a firing squad after the Irish revolt last year, has stirred Los Angeles mightily. After a lecture by her citizens of the California city adopted resolutions which were telegraphed to President Wilson, urging him to support Ireland's demands for liberty.

shells in both directions, make up a picture so novel, so bizarre, and in its significance so terrible, that neither pen nor brush can convey an impression of it in the remotest degree adequate.

The noise caused by the bursting of heavy shells makes the air tremble with its force, and has still a curious, hollow, metallic quality, as though a thousand men with a thousand sledge hammers simultaneously struck the inside of a mammoth boiler.

To Kill Germans Is Main Job

Then, amid all these death-dealing surroundings, you see the soldiers going about their work, quietly, methodically, with the businesslike aplomb of a gang of tracklayers on the railroad in peace time. With these men self-preservation seems to be not the first but the last law of nature. Their job is to kill Germans, and every consideration that ordinarily actuates the human mind is made subservient to that cardinal object.

When a professional cynic like Bernard Shaw comes along and writes in bored language of his disappointment at the ineffectiveness of high explosive shells, believe me, it is the shallowest, most transparent of poses; the expression of an egregious vanity, feebly and ludicrously protesting against conditions which in their horror and immensity overtop human conception and leave the fireside cynic in helpless discomfiture.

Going to the battlefield of Arras, we passed down a narrow shell-torn road, completely founded in parts with former German positions on either side; a lacework of trenches, concreted machine gun emplacements, broad stretches of barbed wire, now

all an inchoate jumble, covered with the debris of battle.

Guns Are Rapidly Moved

No gun was then to be seen, but ninety minutes later, returning along the same road, many batteries of heavy howitzers were in position along each side of it, accounting for the salvos of big shells that began to pound the German lines over our heads shortly after we had got in front.

The rapidity with which these cumbersome weapons had been dragged into position along this seemingly impracticable track was amazing and, incidentally, explained how the British are making hay of the vaunted Hindenburg line.

You can trace the growing strength of the British artillery and the increasing destructiveness of their high explosives by the appearance of the different battlefields over which they have advanced, by the width and depth of the craters and by the increase in the general havoc created amidst the most powerfully and cunningly constructed German positions.

Optimism Easily Understood
Vimy Ridge felt the first impact of this intensified attack. It was riddled from top to bottom. Its crest literally blown away. No army on earth could have withstood such an onslaught, and as with the passage of each day the British guns become more numerous and more plentifully supplied and the undaunted spirit of the infantry takes on an enhanced will to victory, despite all sacrifices, the feeling of determined optimism one finds on all

sides in the ascendant becomes comprehensible.

This feeling involves no underestimation of the fighting qualities, either in strategy or tactics, of the Germans, which are indeed fully appraised in the British lines. But the British are conscious of their asserted superiority, and can also see for themselves the evidences of falling power, both in quality of men and of material, on the German side in every fresh engagement.

Hindenburg is pouring in all his available reserves to make good the claim to invulnerability set up for his line. His reputation depends on his making good here. His counter attacks were heavier and more sustained, and his sacrifices proportionately terrible.

Counter Attacks Welcomed

These counter attacks are the joy and hope of the British, and they know well Hindenburg's position is

forcing him to offer up these frightful and largely fruitless holocausts.

The preservation of his position in the Ypres salient is equally a matter of supreme importance for Hindenburg's prestige. The lure of Calais may have become a mirage to the German high command, but it is still dangled at times before the German popular mind. He is holding on to the Ypres salient with desperate tenacity. He has at least 500 guns in position there, and Ypres is shelled every day. If another throw is made for Calais, however, he will find here a preponderance of British guns as serious as he is encountering elsewhere.

Oppose Guns By Weight of Men

With the British Armies in France, May 6.—While the fighting for the past fortnight was wrought comparatively little change geographically along the British front, as a matter of fact it has been of almost as great importance as any during the war. It has compelled the Germans to throw

in such vast numbers of reserves that comparatively few of the fifty or more fresh divisions assigned to the western front this year by Field Marshal von Hindenburg remain unscorched by the flames of the French and British offensive battles.

There is no denying that since the British Easter Monday offensive took them by surprise and drove them from some of their most formidable positions the Germans have fought with great tenacity and stubbornness, but at what cost they alone can correctly reckon. They have endeavored to meet the Allied superiority in artillery by sheer weight of men, which has meant a material deepening of their fortified zone. Thus, when one line of men have been swept away, there is another and yet another. How long such tactics can continue, how long the German soldiers can endure the withering blast of artillery which is ever

upon them, is purely a matter of conjecture.

Fight Behind Barriers of Dead

German military writers have been referring of late to the Hindenburg line as a living, mobile wall, which by means of its various switch lines can bend backward and forward as if moving on so many hinges. Now, however, the men of the living wall are fighting behind great barriers of their dead.

The Germans, in fact, seem to be carrying out their defensive battles with the same unshakable belief in the power of mass that characterized their first onslaught upon the forts on the Belgian frontier and later their futile offensive against Verdun.

It is not possible to visit a battery in the Arras sector without hearing of the wonderful shooting they had of late. There has been nothing like it since the war began, so far as the British are concerned.

The Tls. 500 Car Is Coming! THE CAR FOR SHANGHAI

A Shipment of GREYHOUND Automobiles is now en route. It is the ideal car for personal transportation or parcels delivery.



It is not a cheap car. It's ALL car. It's not built down to price. The price happens to be Tls. 500

Economy

Comfort

Speed

IT LOOKS LIKE A REAL CAR

AND IT IS A REAL CAR

The GREYHOUND will carry two passengers 35 to 50 miles on a gallon of gasoline. Tires cost less than the inner tube for a big car, and average 4,000 miles.

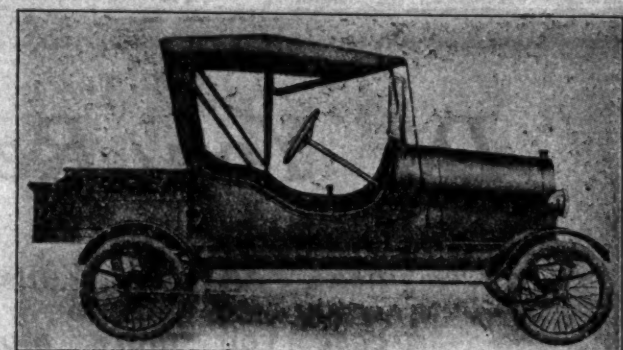
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Ask for specifications

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Shanghai



STATE EXPRESS CIGARETTES

The particular man demands a particular cigarette. State Express Cigarettes are made for just such men—men of discrimination who require the best.

No. 555 (Virginia) 75 cents.

PACKED IN PATENT VACUUM TINS.

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"Beautiful! Wonderful!" He Says
At Review of Cadets—Filled
With Joy When He Realises
They Will Soon Be In France

ORDER OF THE CINCINNATI CONFERRED ON MARSHAL

Governor and Local Committee
Meet Party There and Go To
Washington's Headquarters—
Highest Honors at Academy

New York, May 12.—Nothing that Marshal Joffre has seen in America, according to his aides, has afforded him such keen pleasure and roused him to such enthusiasm as did the sight yesterday of 600 cadets of the United States Military Academy in regimental drill before him on the picturesque parade ground at West Point.

The soldier's eyes sparkled as they swept across the field of perfectly formed ranks moving in perfect rhythm. His fine head nodded in time to the music and the drums. When the cadets stood at attention before him, and Col. Guy Henry, commandant, presented them to him, Joffre grasped both the Colonel's hands and shook them heartily.

Says Reputation Is True
"It was beautiful—wonderful!" he said. At the end of the review he said to Col. John S. Biddle, Superintendent of the academy:

"I have always understood that the United States Military Academy was the greatest training school for officers in the world, and now, after what I have seen on this magnificent plain at West Point, I realize the truth of that reputation."

The Marshal promised Col. Biddle that he would write a personal autograph letter to the student officers expressing his belief that they are ready for service in France. The letter is expected to reach West Point today and it will be posted in the order of the day.

Earlier, when talking to Col. Biddle and the academy staff at luncheon in the Officers' Club, Marshal Joffre said: "The spirit of these student officers fills me with the greatest joy when I realize that they will soon be with us at the front in France. They seem eager to go. We shall be glad to receive them. In France they will receive the only part of modern military

Famous Wailing Wall In The Holy City Of Jerusalem



The famous wailing wall, which is a part of King Solomon's temple, in the city of Jerusalem. Indications are that the Holy City soon will be in the hands of Christians for the first time since the Crusades, falling to the British armies operating in Palestine.

experience which they lack—actual fighting and training in the use of the weapons of trench warfare."

In Full Dress Uniform
Before going on the parade ground the Marshal laid aside his long gray cloak and appeared in full dress uniform. His blue tunic, bright red trousers and brown leggings contrasted sharply against the white and gray ranks of cadets. Spontaneous applause came from the thousands of spectators that fringed the parade ground.

It was an impressive moment when the cadet band played "The Marseillaise" near the close of the drill. Marshal Joffre bared his head and stood at salute. The men of the crowd removed their hats. A few moments later the crowd broke into cheering, for Marshal Joffre was marching down the field past the ranks of cadets, walking between Col. Biddle and Col. Henry, and followed by the officers of the academy staff.

"Papa" Joffre, with his sixty-five years, walked with the precision and accuracy of a cadet. He was frankly enjoying himself as a soldier among soldiers, after two days of hero worship.

"In the past three years I haven't had much opportunity to enjoy myself and be happy, but today I've had—oh, such a good time!" he told Col. Biddle as they said goodbye at the train.

New Honor at Newburgh
Marshal Joffre went to West Point from Newburgh, where a new honor

had just been conferred on him. At the historic Hasbrouck House, which was Washington's headquarters after the surrender of Cornwallis at Yorktown, he was presented with the Eagle of the Society of the Cincinnati, the order founded by Washington, Lafayette and Rochambeau in that very house 134 years ago.

This is the only foreign decoration which a French soldier is permitted to wear, the permission having been given by Louis XVI, and Joffre is the first to wear it since Lafayette.

Supreme Court Justice Pendleton, speaking for a committee of the society, presented the medal to Joffre, and at the same time announced that the society, now in convention at Asheville, N. C., had made him an honorary member.

"I hand you the medal worn by Washington, Lafayette and Rochambeau," Justice Pendleton said. "It is the sentiment of the society and of the American people that it could find no more fitting place than the breast of the hero of the Marne."

The school children of Newburgh gave to the Marshal a medal which they bought with a fund raised by 5 and 10 cent contributions. Miss Margaret T. McDonald, valedictorian of the Newburgh Academy, made the presentation in French. Gen. Joffre said simply, "I thank you," and then kissed Miss McDonald on both cheeks.

He Meets Billy Sunday
The trip to Newburgh was arranged by the Governor's Committee, of which Col. Charles H. Sherrill is Chairman. Marshal Joffre, accompanied by Col.

Jean Fabry, Lieut. Col. Renoud, Major Gen. Requin, Lieut. Francis de Tresan and Major Lucien Dreyfus, were taken in automobiles from the Frick house to the West Shore ferry at 9.30 o'clock. Col. Spencer Cosby and Col. Sherrill rode with the Marshal.

Several hundred commuters cheered the Marshal at the ferry house. At the station in Weehawken the railroad employees were out to greet him. The party went to Newburgh on a special train of eight coaches. Billy and "Ma" Sunday went along by invitation. On the ferryboat Syracuse Billy was introduced to Joffre as "America's greatest evangelist."

"I told him he was a great soldier and a great man," Mr. Sunday said afterward. "He just jabbered away in French. I didn't make anything out of it."

Other members of the committee's party were Clarence H. Mackay, Miss Anne Morgan, Mr. and Mrs. Hamilton Fish, Mr. and Mrs. E. J. Bonwind, Mr. and Mrs. August Belmont, Mrs. John R. Drexel, Col. Cornelius Vanderbilt, Mr. and Mrs. Myron T. Herrick, Mr. and Mrs. Robert Bacon, Mr. and Mrs. Norman, De R. Whitehouse, Mrs. Charles B. Alexander, Mr. and Mrs. Reginald De Koven, Mrs. James Roosevelt, Mr. and Mrs. Robert Fulton Cutting, Mrs. Whitney Warren, Major and Mrs. P. L. V. Hoppin, Mr. and Mrs. Herbert Parsons, Mrs. Philip Lydig, Col. and Mrs. Lorillard Spencer and Mr. and Mrs. McDougall Hawkes.

The Reception at Newburgh
Gov. and Mrs. Whitman met the party at Newburgh, where a local Committee, led by former Gov. Odell,

had arranged a big welcome. The town was profusely decorated, and the entire population seemed to be massed along the streets through which Joffre rode to Washington's headquarters. The park in front of the old mansion was filled with school children waving flags.

Gov. Whitman in presenting Marshal Joffre said in part:

"We are with these people battling for the right. Their cause is our cause. We have engaged our lives, our liberty and our sacred honor that a shadow may be lifted from the world and that humanity may be rescued from an evil and abominable thing."

"Peace will come again—a peace purchased with the blood of martyrs. If the sacrifice is to be worth while—if these deeds shall not have been done in vain—that peace must come only with absolute, complete and final victory."

Marshal Joffre responded in French: "Your Excellency, I thank you and the people of this great State for the welcome you have given me. I shall take back with me the memory of the great celebration at this spot where Washington meditated over what he had done and what he had still to do. I am deeply affected by all you have said about France and thank you deeply for my country first, then for myself."

Marshal Joffre and his escort parted with the Governor's committee at the Newburgh station. The Marshal's car was detached from the train with the press car and taken to West Point, while the rest of the committee returned to New York. Clarence H. Mackay was the only member of the committee who remained with the Marshal.

Gets 17-Gun Salute

When the train stopped at West Point, Joffre could see the entire corps of cadets and the band in front of the first barracks. At the station was a detachment of 150 negro cavalrymen attached to the post. The band was playing the "Marseillaise."

Joffre's eyes brightened as he stepped from the train and warmly grasped the hand of Col. Biddle. He was presented to the academy staff officers, who were in full dress with side arms. Col. C. De W. Wilcox was designated to act as special aide to the Marshal.

As soon as the party reached the plain in front of the library a General's salute of seventeen guns boomed from the coast defense pieces below the parade grounds. The Marshal was driven in an automobile around the parade grounds past the Kosciuszko monument and then taken to the Officers' Club for luncheon. At 2.15 he was escorted by the negro cavalry-

men to the reviewing station at the western end of the parade grounds.

This was the first time, according to officers of the school, that a full regimental drill has been executed for a visitor. On the other occasions when distinguished foreigners visited West Point the corps was reviewed by battalions. Some of the famous

guests who have reviewed the corps as Joffre did yesterday were Prince Henry of Prussia, in 1902; Admiral Togo, the Princess Eulalie of Spain, in 1893, and five years ago Lord Kitchener, who pronounced the cadets the finest drilled body of men in the world.

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Scene from "The Mystic Defenders" No. 3.
Pathe's "The Shielding Shadow", Produced by Astra Film Corp.

THE MYSTIC DEFENDER

ONE LAMP LOUIE, who has forged a paper for Sebastian Navarro holds the disclosure as a cudge to blackmail him. Louie also demands social equality and Sebastian is forced to take him to his club. There they make the acquaintance of the Mysterious Stranger—Ravengar. A party is formed at Ravengar's suggestion to see the latest music hall favorite, Muriel Mason. Louie, fascinated with her, becomes a nightly patron.

Muriel's brother has stolen a thousand dollars and is unable to return it the following day prison faces him. While Muriel is alone in her room striving to think of a means to raise it, a roll of bills appears and a pencil picks itself up and writes, "Lure a confession concerning a forgery from One Lamp Louie and this will be increased to one thousand." Just as she is securing it from Louie a fire breaks out in the theater and a falling beam hitting Louie makes his mind a blank. Muriel, disheartened, reaches home and again the pencil writes, "You tried your best"; and the balance of the money appears beside it.

During the fire, Leontine cowardly deserted by the fact he has been unable to win her love, threatens her violence. Suddenly the SHIELDING SHADOW appears with its burning eyes and dead white hands and protects her.



Scene from "The Earthquake," No. 4.
Pathe's "The Shielding Shadow"
Produced by Astra Film Corp.

THE EARTHQUAKE

SEBASTIAN NAVARRO reads in a newspaper that One Lamp Louie has struck gold out West and become a millionaire in a day. Sebastian, a nervous wreck from the increasing visitations of the mysterious SHIELDING SHADOW, decides to flee from it and with Leontine journeys to the remote mining town where Louie has found his fortune. Arriving, the first person they see is the Mysterious Stranger—Ravengar.

The Shielding Shadow appears to Louie in his shack and hypnotizes him into writing a confession of his part in the forgery for Sebastian which sent Jerry Carson to prison and later to his death. Sebastian, who has made his way to the shack, enters as Louie is signing his name to it, and during a struggle to secure it, the paper disappears as if picked up by an unseen hand. It next appears in an envelope addressed to Leontine. Sebastian discovers her beginning to read it and demands that she surrender it. She refuses and gives it to Ravengar for safety. Later one of a band of crooks overhears Sebastian offer Ravengar ten thousand dollars for it. He refuses and Sebastian leaps at him in a murderous fury but the fight is interrupted by an earthquake which wrecks the town. Ravengar, while rescuing Leontine, loses the paper which is secured by the crook leader. After a wild pursuit he eludes Ravengar by jumping from a high bridge.

Is the SHIELDING SHADOW a visitor from the Other World, or is it flesh and blood? Don't miss the next chapter.

"THROUGH BOLTED DOORS"

The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

DEATH

MRS. C. C. NIEH: ON May 27th in her home at 23 Wayside Road. The funeral will take place today, June 17th, leaving the home in Wayside Road at 9 a.m. A service will be held in the Quinsan Road Methodist Church at 10 a.m. The procession will then proceed to the Hunan Guild at St. Catherine's Bridge.

14175

Epochal Changes In Train Of War

Conscription Wrought Almost Overnight, American Railroads Nationalised, Permanently, Perhaps—
Railway Envoys to Russia

By Charles H. Grasty

(Treasurer of The New York Times)

The occasional visitor in Washington is surprised at the progress in all directions. These are times when movements are on a big scale, even with all the rough-and-ready methods characteristic of inefficiency under democracy, there is always something to see after a few weeks absence from Washington.

The most striking thing at present is the landslide for the plan selective draft. Here within a brief space America faces about from voluntary to conscription. What required sledge-hammer effort and weary years in England is accomplished almost overnight in America. The European nations may well be surprised and delighted.

How well it does! Three hours ago the President's plan was adopted a sound scheme and then stood firm as a rock. Not for a second was there the quiver of an eyelid. The President has changed his method since his early accomplishments, which several years ago set what was then a new high mark of efficiency. But no man could take the pains and attend to the details in this war situation as he did in putting through his economic program. He has taken his stand on great principles and won on the inexorable basis of them. He has not labored with the opposition; it has spent itself. A development that has not yet been even faintly appreciated by the general public is the nationalisation of the railroads. The belief that this is temporary, for war purposes only, will, in my opinion, be disappointed. We shall never go back to the old system. The railroads can't and the Government won't.

Railroads Merged With Nation

The five railroad presidents to whom was made a voluntary delegation of power over 175 companies with 250,000 miles of road and \$17,000,000,000 capital are on the job. Messrs. Harrison, Rea, Kruttschnitt, Elliott, and Holden are the greatest business potentates this world has ever seen, but they rule for a democracy of transportation. The stupendous thing has come so quietly that the railroads themselves don't realize that they are no longer on the map. For it is a fact that the individual units have disappeared and one big map of the United States has been laid down on the conference table. The country and not the roads is studied by the commission.

Last week these gentlemen took the subject up from this angle, and their first decision was that the most vital need of the country was coal. It was necessary that the supply of potential energy should be kept constant. The order went out to expedite coal ahead of other freight. It was done instantly, and anybody who will take the trouble to make a minute examination will find that coal is moving more steadily over the railroads than it was ten days ago.

These railroad presidents have immediately put on one side their relations with particular properties. Under the stress of war they think in terms of America, not of Pennsylvania, or Burlington, or any other road or group of roads.

Another concrete illustration: The railroads needed 40,000 box cars, but they were needed a great deal worse by some of our allies. There was found a way to make the present supply of box cars go further, and so put our manufacturing facilities at the disposal of our allies.

The "stealing" of cars by the roads has been a regular business. If one road got another road's car and needed it, it just kept it until still some other road "swiped" it. It became necessary for the Interstate Commerce Commission to adopt a stringent rule. Thus, if a Northern Pacific car was emptied at Pittsburgh, it could only be re-loaded for shipment in the direction of the road owning it.

All that is changed under the new system. If there is freight at the Pittsburgh terminal for Washington or New York it is loaded on the Northern Pacific car and shipped right off to its destination. The

owner road gets 75 cents a day for the car, which pays on the investment. The public gets the service and all the railroads together get the economy. Everybody's interest is bettered. When it is known that there are a million box cars in the country (against 7,500 Pullman cars) it will be seen what an item box car economy is.

Railroad men started in guessing the savings of the new deal pretty moderately, but upon every re-examination they reckon them at a larger figure. As a matter of fact, nobody has begun to reach the real estimate of utilization and economy. Not much imagination is needed to see what happens to the million box cars—perhaps they become in effect a million and a quarter. But what about bridges and terminals and facilities of all sorts now only partly used, and capable of contributing in so much greater measure to public convenience? The time has not yet come to talk of economy in personal services. But enough has already transpired to make evident the new epoch that has come in the great transportation interest as the first visible result of the war.

Railroad Commission to Russia

A railroad commission has gone to Russia a few days ahead of the commission headed by Mr. Root, and the man at the head of it is the well-known engineer, John P. Stevens. He is one of the most capable men in the country. Mr. Stevens was associated with the late James J. Hill for a long time. He built the Great Northern Railroad over the Cascade Mountains, including the famous tunnel with a big curve inside the mountain—an engineering feat. He operated the Great Northern and afterward the Rock Island and the New Haven. Mr. Stevens went to the Panama Canal at the very beginning and started the work that Goethals so ably finished.

It is not alone in Russia that railroads are in bad shape. In spite of strenuous efforts at upkeep the German roads are known to be suffering greatly because of the paramount demand in other directions for labor and material. France is calling on this country for assistance, which she will get to the full limit that it can be furnished. Arrangements are making to send to France the men and material necessary to rebuild 1,250 miles of track. This is a service for our allies that takes us to the trenches in the most real and effective way. We are enabled through our nationalised railroads to organize this great service for France.

Schwab's Great Services

Charles M. Schwab has been at Washington within the last few days, and it is understood that the Government to a certain extent is commandeering his invaluable personal services. Mr. Schwab counts so big in war manufacture that he cannot be taken away from his own business without sacrifice, but he has his steel and shipbuilding interests well organized and he may be able to help the Government with information and guidance. It is well known that Mr. Schwab is now 50 per cent bigger than Krupp in munitions. He is reaching the point of leadership in shipbuilding; and ships are more important than ammunition at present. Within the near future Mr. Schwab's companies will be producing ships for England and America in such number as would have been believed impossible not many months ago.

The cementing of relations between America, Russia, France, and England is proceeding apace. The disposition at Washington is to treat our allies as one with us. On food all four names are in the pot. The report seems to be well founded that the United States will stand with the other three on copper and steel prices. Lord Northcliffe's tender of his paper mills in Newfoundland is in line with the feeling of partnership that prevails. Undoubtedly the old rivalries between Canada and this country will disappear in the new fraternity and necessities of peace, such as wood and paper, as well as those of war, will be exchanged on mutually favorable terms.

Conscript Inheritances, Suggests Bishop Brent

This Would Be The Reverse Of Socialism, He Says, In Discussing Sacrifices That Must Be Made To Save Liberty In The World

Conscription of inherited fortunes is suggested for America by the Rt. Rev. Charles H. Brent, Protestant Episcopal Bishop of the Philippines, who recently returned from the battlefield in France and who declares that universal service in the most literal sense is needed to win the war. As a part of a general plan of such service Bishop Brent urges that the abolition of large private inheritances be considered seriously. He is not seeking to "promote" such a scheme as his own solution of our vast economic war problem, but says he heartily believes that in the practical consideration of "ways and means" at the present time the question of inheritance conscription should be taken up in detail.

The possibility of the present taking over by the Government of large inherited fortunes was first brought to Bishop Brent's attention by an American who is himself very rich. Since then, he has given the matter keen attention and discussion. He does not regard the conscription of inheritance as a disadvantage for the person from whom the large legacy would be taken; rather does he look upon it as a definite gain.

"The younger generation would be deprived of the individual wealth of their fathers," he pointed out, "but they would be beginning their lives with equal opportunities in a country of better opportunities, not weighted down by an enormous debt and financial burden."

"The idea of the abolition of inheritance is not new. It has been suggested many times, to be accomplished either by the imposition of very high inheritance taxes or the prohibition of legacies over a certain fixed sum. I am not urging it as my solution of the present situation, but I consider it worthy of the gravest consideration."

"According to the charter of our liberties, all men are born free and equal. Of course, they are not all born equal. Some are allowed to start their careers with a tremendous handicap."

"I have in the fairly recent past spoken in a great many boys' schools. For the most part the students were rich boys. And I have always taken the position that it was a most unfortunate thing for a boy to have his own checkbook, unless he had first learned to earn his own bread. In nine cases out of ten it is an evil result of inheritance. What it does is to debase the value of youth. The boy depends on his checkbook instead of himself."

"The idea of such abolition of large inheritance is the very antithesis of Socialism. Socialism tends to decrease the freedom of the individual. The principle of making it impossible for any youth to inherit a large fortune is a principle of individualism; it would act to increase the freedom of the individual. In drawing nearer to actual equality, it would offer to the young man more opportunity of individual development and individual value. It would make the individual more important to the State because of his own innate value. It would proceed on a principle of individual democracy instead of on a principle of Socialism. It would mean equality of opportunity, and that is the basis of democracy, the basis of our nation—that we are fighting for. In the present time of need it would release an immense amount of money, and free the country from a great future burden."

"I have thought very seriously on this situation in connection with the known effects of the civil war on the South. I think we can say that the civil war did in large degree stunt the whole development of the South, in laying on it so tremendous a financial burden. We want to avoid such burdens as much as possible."

"Of course, I realize that there would be all sorts of difficulties in working out such a scheme to a

practical conclusion. There is, for instance, the question of the large businesses that must continue, and that must not be disorganized upon the death of the owner or proprietor. But it is, I believe, worthy of the most careful personal consideration at this time.

"I have presented the plan as the man who first discussed it presented it to me, along the lines which he thinks practicable. And he is a man of wealth and position, whose whole-hearted suggestion of such a principle impressed me greatly with the willingness of our country to make whatever sacrifice may be called for. I have had cause to feel that very deeply."

"Of course, the conscription of inheritance works in with the principle of general compulsory service. If it is right to claim that our manhood should serve the State, how much more right is it to claim that what is so much less than manhood—the people—it is obvious that it means that the citizen is the Government and the Government is the citizen. Consequently, there can be no such thing as compulsion in the registration of the citizen for service in the need of the State."

"The heart of the whole principle of compulsory service is that it must be for peace as well as for war. We need the organization of all our resources so as to relate the ability of man to the needs of the State, whatever those needs may be. And no man should expect thanks for such service any more than for paying his taxes."

"For example, take school vacations. Many schools might be made far more profitable if the boys had some organized vacation work for the good of the State. Of course, many young men do work on farms now in the summer, not because they need the money, but for the work and the experience. That sort of plan could surely be extended."

Naturally, the mention of farms, and even of compulsory service, suggests the question of food. Bishop Brent has been studying that problem, too, during his months in France and England.

"I came over on the boat with Herbert Hoover," he said, "and I should like to say to America that whatever Hoover tells the country to do, the country should do, without question and without delay. He is the one great food expert of the world at the present time. He has studied the problem as few men have ever studied it. He has worked out tremendous plans of organization in his work in Belgium. He knows the food problem as no one else knows it. And he is, besides, a man of rare gifts and rare consecration—a wonderful man."

"He told me that if the present rate of consumption continued—including waste along with the consumption—with a normal crop and some increase of production, a year from now there would not be an ounce of breadstuffs in the world."

"Yet there is no need for us to be panicky or unreasonable," Bishop Brent added, "We must simply face facts and practice such economy as will operate to the increase of national efficiency. We can save prodigious amounts merely by avoiding waste. The conservation of foodstuffs that we now waste will enable us to go on until the next harvest. We must remember that we must now feed France and England as well as ourselves. And there are a number of things that can be done. Useless late suppers are so much waste, and could be eliminated. I think that every restaurant should be closed at 9 o'clock at night—except, of course, that full provision must be made for the

workers whose hours of labor are such as to make nourishment necessary after that hour. Except in such cases, food taken in those night suppers after 9 is simply wasted."

"In Europe at the present time the rule is to serve only three courses at all dinners and luncheons; you cannot get more at hotels, restaurants, or clubs, and private families are generally falling into line. People are on bread allowance—it is not inadequate so as to minimize the consumption of wheat flour. There is no unadulterated white flour in England or France today, and bread is always served stale, because waste is lessened in that way."

"We must understand that we must not stint ourselves of nourishment—we must only plan carefully and avoid waste. In England there is no more white sugar; what they use is not even what we know as brown sugar, but the old 'back sugar'—and a limited amount of that. In France each person is allowed three pounds of sugar a day."

"This appears to be wandering far from the subject about which I began to talk"—Bishop Brent smiled—"but in reality it is not. It all goes together. We must take the bearing of the smallest things into consideration. The people must wake up to the fact that nothing is too small to do for the cause and that everything counts, and every man, woman, and child counts. It all goes together; we must give ourselves, our money, our food. And once a man has offered himself to his country, then everything he has is bound to go, too. The gift of a man's personality includes everything else. We must realize that."

"I have just come," he added, with an apparent irrelevance that was no irrelevance at all, "from where men are going out every morning to die—knowing that they are going to die. I had a service at the front at Arras—the men came in from the trenches to the service—it was in the thick of the fight—and went back immediately. That was only a few weeks ago, yet probably not 20 per cent of those men are alive today."

"The whole principle of this war," Bishop Brent went on, after a slight pause, "is that it is different from other wars, because it is not a property war."

"We are fighting for the rights of personality. Therefore no service can be effective except the full power of personality. In the old days wars were fought for territory, and, in so far as they were thus fought, they placed property above human life. In the old wars men fought for property with human life; we are now fighting with human life and with property for the human right to live."

"This is very far from being a 'capitalistic war.' It is a war of the plain people."

"And we cannot lay too great emphasis upon the general principle of service," he summed up. "When I think about the war and its needs and what it demands of us, I think of a text of the scriptures that I saw on the wall of the soldiers' reading and writing room in the fortress of Verdun: 'Germany fights to oppress; France fights to set free. On the fate of France depends the fate of the world.'"

"That is very fine, and it is perfectly true. England and Belgium saw it in 1914. Now we have awakened to it. I don't like to hear Americans say, boastfully, that we are fighting unselfishly; the French have been fighting unselfishly. It is quite true that we are fighting for others, and that we have no thought of conquest or spoils. But it is also true that we are fighting for the right to live for ourselves. "On the fate of France depends the fate of the world. Nothing is too small for us to do for the cause for which we are fighting, and all that we have must be offered with the gift of ourselves to that cause."

Men Who Defy The Age Line

Millions of Americans over 40 years old are wondering what they can do to be useful in this war. It seems hardly fair that middle-aged manhood should be scrapped en bloc when Old Man Hindenburg is commanding one German front, Old Man Mackensen another; when "Papa" Joffre, who is really past the grandpa age, and Mr. Balfour, one of Britain's Elder Statesmen, are heading great missions to an allied country, and hundreds of other old men are performing distinguished service in the war.

There is nothing more interesting, especially to those no longer young, than the question as to when age begins to touch a man and impair his powers. I once listened attentively to an interesting discussion in which Lord Northcliffe, the proprietor of The London Times and The Daily Mail, indicated his view as to the deadline. His opinion was that no man could safely take up a new thing after 40, and after 50 a radical change was hopeless. He seemed to think that one might go along a beaten path a good long time after 40, but the formation of new mental habits would be difficult, if not impossible. It was some such meaning that Dr. William Osler really intended to convey when he shook the very stars in their orbits by counselling the execution by chloroform of all who still held on at 60. Forty was his deadline, but a correct reading of his dictum will show

that what he meant was that men usually ceased to be creative after 40.

To lay down a rule as to the age at which an employer may prudently put on his payroll men that he knows little or nothing about is one thing. To consign every man over 50 to the junk heap is quite another. There have been many instances of startling mistakes arising from rash generalizations of that sort. For example, when Morgan and Pugh represented the State of Alabama in the United States Senate Judge Pettus wanted President Cleveland to elevate him to the Federal Bench and sought the aid of his Senators. Now, they were both from the little town of Selma, and it so happened that Pettus lived there too. The latter was, besides, going on 80 years old. When he went to Pugh, the Senator said to him with some show of irritation:

"Why, Pettus, you are too old to ask for this appointment."

"Maybe I'm too old for the Federal Judgeship," replied Pettus, "but I am young enough for the United States Senate." He got out and made a rattling fight. He not only beat Pugh, but he served for years in the Senate and made a fine record there.

The fact was that it was true Pettus was an old man until Pugh stirred him up, and then he instantly became young.

In other words, age is not a matter of years so much as it is a matter of habit of mind.

If life still contains novelty for a man he is still young whenever and wherever that novelty touches him.

I bring to the support of the contention that age is merely a matter of point of view the celebrated case of Alexander Johnston Cassatt, the creator of the new Pennsylvania Railroad. He was an old man in every essential. He was sufficiently rich. He was tired of the routine of business. He was a golf player. He was actually in retirement and was adding, or rather fooling, away on the links when a messenger came to tell him that he had been elected President of the Pennsylvania.

Nonsense! Not to be thought of a moment! Why, he was an old man in his sixties. And then, as Mr. Cassatt stood there exploding his negatives at the messenger from Broad Street, a strange thing happened.

A vision appeared to him. It was a vision of returning youth. Interest in life came back and touched his old heart and made the blood leap to it. All his life he had dreamed of a railroad in terms of engineering. The impossibility of his dream's ever being realized had stifled and smothered and dwarfed his potential greatness. Now, too late, opportunity had come knocking.

But was it too late? Might he not conjure back the dream now that the mighty power of execution was offered to him?

Up stood Alexander Cassatt as young as the youngest. "Go and tell them,"

he said to the Director who was serving as messenger-ambassador for the great men of the road who kept their session at Broad Street Station, "go tell them that I will accept on one condition. I am to have a free hand as to engineering plans and money to finance them."

And so he became President and carried out the great plans he had dreamed of many years before for the New York terminal, the elimination of

grade crossings, and other improvements so radical and sweeping that only railroad men realize how much was done in the Cassatt regime.

Another notable case of a man's coming back from retirement to a wonderfully active career is that of Theodore N. Vall, the head of the telephone and Western Union Telegraph interests.

If it be true that a man is "as old as his arteries," he is as young as his heart is.

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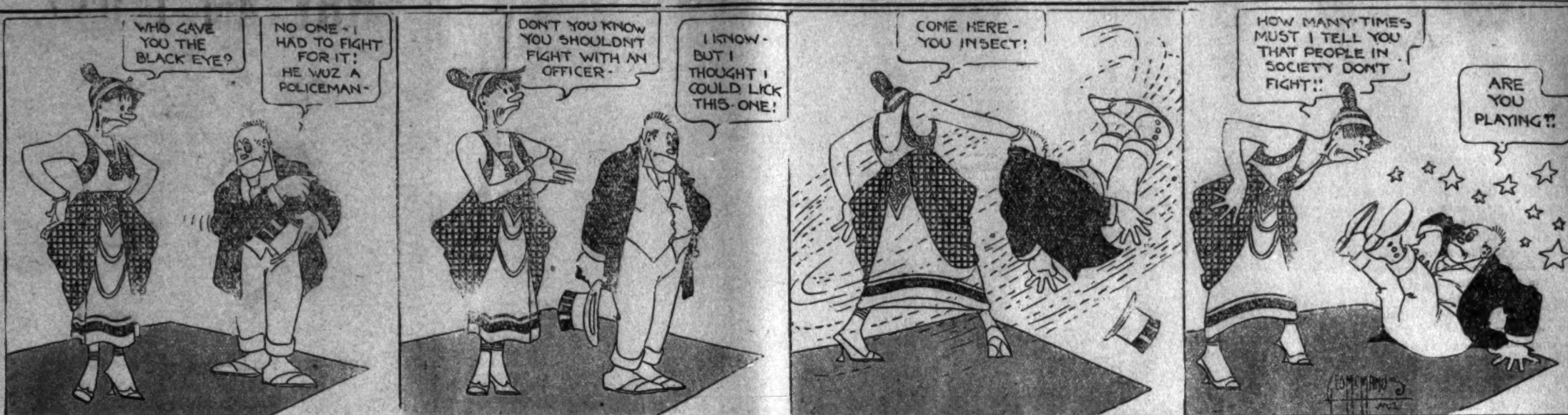
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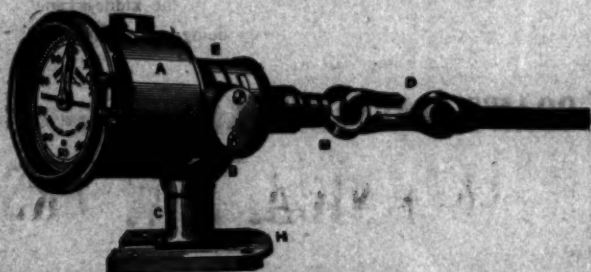
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All Over The World

A successful manufacturer in the United States was recently appointed, by the Republican Governor of his State, to be executive chairman of a committee to act, without salary, in the war emergency. In his first report the chairman enumerated six specific criticisms which had been made of the personal of the committee, as follows: Too many "highbrows"; too many Democrats; too many friends of the Governor; too many political opponents of the Governor; too many so-called workmen; not enough workmen. In reviewing the several comments the executive chairman was able to find six good reasons for upholding the wisdom of the appointments.

The nonappearance of the unpublished Journal of the Goncourts, due on July 16, 1916, is explained in the *Mercur de France*. It was a governmental act. M. Painleve, who was Minister of Education last July, forbade the *Bibliothèque Nationale* to allow the Goncourts manuscripts to see the light of day. The *Académie*

Goncourt, which was bound to publish the documents in 1916, is thus relieved of all responsibility in the matter. There has been nothing to show that the public resent, or in any way regret, the deprivation inflicted on them by M. Painleve. Probably they have not had time to think about it, or else they are indifferent, but this does not appear likely.

Prince Edward Island, Canada, long resisted invasion by the automobile. Then it conceded three days a week to the intrusion of that machine. Now it has let down the bars, and a motor car may enter and spin around the province seven days in the week. Only it must conform to some very strict rules. Speaking for the Dominion generally, it is proper to say that the automobile driver who does not drive his car carefully, in that country, is certain soon to find himself driven from the road. Perhaps Nantucket, Mass., which has never yet conceded anything to the automobile, may be moved to greater liberality by the example of Prince Edward Island.

Lafayette's Last Visit To America

(Christian Science Monitor)

Marie Paul Jean Roch Yves Gilbert Motier, the Marquis de Lafayette, paid three visits to America, the first in 1777, 140 years ago on the 24th of last month; the second in 1784, and the third in 1824. Thus, nearly half a century intervened between the times of his first and last arrival. Great changes had taken place in the interval of forty-seven years. George Washington, his almost idolized commander, was no longer here to welcome him. Adams, Jefferson, and Madison, who had been numbered among his intimates in the old days, had each in his turn served in the chief magistracy of the young Republic which he had helped to found. The war of 1812 had become merely an unpleasant memory. The great disturbing human factor of the period had at length been quieted on the lone island of St. Helena. France

was in a stage of transition; the revolution of 1830 was six years off. James Monroe, who was in the battle of Brandywine with Lafayette, was now President of the United States. The area of the Nation had been broadened by the acquisition of Louisiana and of other territory. The number of the States had nearly doubled since the Revolution. Settlements and villages were dotting those parts of the country that were unpeopled when Lafayette was a young man; hamlets had become towns; towns had become cities; cities had grown to amazing proportions; Washington had been founded and partly built, and the national capital had been moved there from Philadelphia. The years had had their tragedies: Hamilton had fallen at the hands of Burr, and Burr's unbridled ambition had been his own undoing; Dorothy Payne, after becoming Mrs. Todd,

had become Dolly Madison, and had reigned through Jefferson's and her husband's administrations. She was no longer First Lady of the Land, but she still held her place as "Queen of American Society."

A new generation had come upon the scene. New leaders claimed popular attention and interest. Some of them were exceptionally able men. There were, for instance, Clay, Calhoun, Randolph, and Webster. Lafayette was to lay the corner stone of Bunker Hill Monument, and to hear the great New Englander deliver, on that occasion, one of his finest orations.

The reception of Lafayette, on his last visit, was as spontaneously enthusiastic as that which Joffre and Viviani are receiving today. New York was comparatively small then, but it seemed, to witnesses of the scene at the Battery, that when the guest of the Nation arrived the whole population was there to welcome him. The city was decorated, much as it has this week, with a great display of bunting, the Stars and Stripes and the Tricolor being everywhere intertwined. The landing initiated a series of ovations which extended over the length and breadth of the country. Lafayette, in response to popular demands, made a tour through the twenty-four States then in the Union, covering altogether 5,000 miles. His reception in Boston, Baltimore, Philadelphia, and other of the larger communities, was correspondingly as enthusiastic as that in New York. In New England, boys and girls strewed flowers in his path. He went into the small as well as the large towns. He was received with special honors by the President, with special distinction by Congress. He was presented with a purse containing \$200,000, and with a township of land. He was lionized socially. From the moment of his arrival to the moment of his departure he was the recipient of every thoughtful and delicate attention.

Early in his visit he went to Mount Vernon and paid tribute to Washington. He dedicated a monument to Baron DeKalb at Camden, S. C., and participated actively in many other functions. Those were still coaching days, and Lafayette was continually in demand at country homes. This will partly explain the number of chambers and beds in which he slept that are still to be found along the route of his travels. Whenever possible, the chambers and the bedsteads were preserved. Rooms in which Lafayette slept, beds upon which he reposed, are very plentiful in New England today. Probably most of them are genuine. One likes to think they are.

The Bunker Hill Monument corner-stone laying brought people from all parts. One account says that "everything on wheels and everything that had legs" moved toward the historic high ground in Charlestown on that day. Webster was at his best. Lafayette met and greeted many survivors of the battle. When he arose to perform his part of the ceremony the enthusiasm knew no bounds. He stood silent for minutes before the mass of cheering people. Tears coursed down his cheeks. Here was the apotheosis toward which all previous manifestations of appreciation and gratitude had been tending.

CENTRAL EUROPE

Naumann, Friedrich. Central Europe. A Translation by Christabel M. Meredith from the original German of "Mitteleuropa." 8vo, xix+254 pp. New York: A. A. Knopf, \$3 (gold) net. Postage, 14 cents. A digest of a notice of his book in its original form, written from the Roman Catholic, anti-Protestant

standpoint, was discussed in these columns last winter. In that notice the book was correctly described as "the most widely read volume in the Fatherland," popular, brilliant, people of humble intellects can readily comprehend it, . . . its acceptance amounts almost to a religion." While, then, the book does not attain the authority of an "official document," it evidently expresses the political aspiration and definite aims cherished by thinking Germans. "Central Europe" stands for Germany plus Austria-Hungary. And the volume surveys the territorial, economic and industrial, constitutional, statistical, and historical factors which, in the author's judgment, are making for a closer union of Germany with the Dual Empire. The union proposed is indeed economic, and has as its object

the infusion into Austria-Hungary of German (i.e., Prussian) methods *à toto*. What the conclusion of such an economic union would be is vividly illustrated not only by the progressive Prussianization of all Germany, but by the present absoluteness of control exercised by Germany over the Teutonic Allies and their entire governmental administration. Its logical end is government from Berlin of all the area included in "Central Europe." This end is only thinly veiled in Naumann's discussion. As a "formulation of current German thought" the volume deserves the closest reading. And that reading will, by the way, illumine one of the Allies' expressed conditions of peace—the partition of the Dual Empire. That partition would checkmate what to German ambitions still appears realisable.

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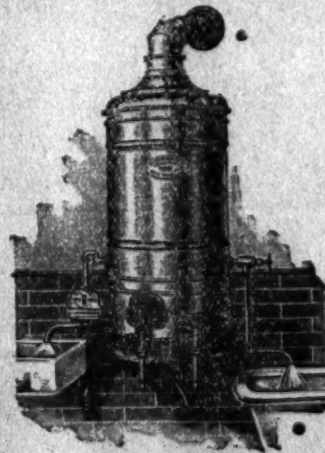
In bottle feeding, be careful to give the food at regular intervals, using like dilutions of equal amount each time. If baby is asleep at meal time, arouse him gently and give him the food. Remember that an infant is a creature of habit, and can be readily trained to sleep between meals, waking of his own accord when food time approaches. Do not give too large a quantity of food at a time, as it may cause indigestion and bowel trouble.

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BATTLE-SKY FILLED WITH BRITISH FLIERS

German Airplanes a Rare Sight
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British Headquarters in France, April 26, (via London).—Out of the high, thin air, where the fighting birdmen fly in a sort of dream world of adventure, have come within the last few days still more wondrous stories of dauntless deeds and feats of aerial tilting to spread the welcome glamor of romance over the more sordid side of the war. Above the British lines and far within the enemy territory the blue spring skies have been filled with daring planes that seem to flash in and out among the bits of floating cloud with the speed of the very sunbeams that sparkle and play upon their silver sides and all but transparent wings.

Practically all the visible machines bear the red, white, and blue target markings of the Allies. It is seldom that hostile battle birds with the Maltese cross upon their spreading wings venture across the fighting lines. The British aviators report that it is very difficult just now to get the German aviators into close fighting. They say that the Germans appear unwilling to engage in that sort of warfare and continually attempt to break off the combats.

Two fast British machines far in the enemy's domain saw what appeared to be a flock of German planes headed toward the British lines. The two British airmen climbed a couple of thousand feet to have a better look at the strangers. They then saw that it was a formation of fourteen machines composed of fighting scouts and heavier two-seaters, probably intent upon a bombing raid. The odds were rather heavy against them but the British fliers decided to have a go at the hostile airmen. For three-quarters of an hour there followed an extraordinary battle.

Having faster and better maneuvering machines than anything in the German formation, the young Britons played about their fourteen enemies like a pair of giant hornets. They dived at them time and again, firing bursts of machine gun bullets as they passed. With superior speed and climb, the British machines were able to adopt such tactics as suited their purpose, and from the moment of the first attack the formation of the German machines began to break up.

After two of their machines had been set on fire and destroyed and a third sent spinning down to an undoubted fatal crash, the hostile squadron was completely disorganized, the surviving machines turning about and making for home.

Another story has to do with the narrow escape of a young British naval aviator who sallied forth on a recent bright afternoon to "strafe" a German balloon he saw in the air some distance back of their fighting lines. Nowadays whenever a British plane crosses the lines within a mile or two of a German balloon station S. O. S. signs ascend and the balloon is hauled down as fast as motor-driven winches can drag it. The pilot was not to be thus felled, however. When he got near the balloon it was only 20 feet from the ground, but he dived for it, despite the protesting machine guns which were sending up perfect fountains of steel-jacketed bullets.

The balloon began to smoke in several places, and the British aviator was diving at it again when his engine was hit. The navy chap managed to get himself home like a wounded pigeon, nevertheless, crossing the fighting lines at less than fifty feet. Evidently a naval man, he officially described his home-coming as "limping into port."

Several other aviators recently attacked German balloons on the ground. The correspondent spent most of Sunday on the battle front, but saw no German balloons up after British airmen had destroyed two early in the morning.

On Saturday afternoon a British fighting scout was just taking the air when he saw an "Archie" battery firing at a German machine high in the clouds. The Briton deliberately began to climb through this fire to engage the enemy, but the latter saw him coming and streaked for home. The Britisher followed him for several miles, firing all the while, but finally ran out of ammunition.

One pilot described the sensation of passing through a firing zone as similar to that received in a small boat rocking upon the swell of a fast passing steamer. Often the pilots of artillery observing machines have been able to catch glimpses of the slow-moving heavy howitzer shells. It is related of one of the British pilots that some time ago he saw a big German howitzer shell coming apparently direct for him. It whizzed by harmlessly, however, but the pilot was so angry that he spotted that particular gun, dived at it, and fired an entire drum of machine-gun bullets at the crew. He had not time to stop to see what damage, if any, his vengeance had caused.

British Wing 20; Issue 15

London, April 30.—Only local fighting has taken place on the British front today. General Haig's troops improved their positions last night on the line between Monchy-le-Preux and the Scarpe River, while today the enemy made an at-

American Engineers Now Will Do This Work In France



This is the kind of work that the American engineering regiments, now being recruited in nine large cities, will do in France. The photograph shows a French engineering regiment erecting a "mushroom" bridge to replace the one blown up by the Germans in their retreat. The structures, erected by the Engineering Corps, are called "mushroom" bridges because of the rapidity with which they are constructed.

tack on these new positions, but he was completely repulsed.

In air battles yesterday and last night the British brought down twenty air-planes, either destroyed or forced to the ground out of control. Fifteen British machines are missing. In addition bombing squadrons attacked points of strategic importance behind the lines. Three enemy trains were hit.

The official statement issued this morning says: In a small local operation between Monchy-le-Preux and the Scarpe River we captured a few prisoners and improved our position during the night. Our troops also made a successful raid north of Ypres, capturing 18 prisoners and a machine gun.

Tonight's report follows: An attack made by the enemy during the day upon our new positions between Monchy-le-Preux and the Scarpe River was completely repulsed. The hostile artillery has been active on both banks of the Scarpe.

There was great activity in the air yesterday, and during the night bombs were dropped with effect on a number of points behind the enemy's lines, causing several fires and in one case a large explosion. Three enemy trains were also hit by our bombs.

The enemy fought hard to protect the points attacked. In the course of the fighting ten German airplanes were brought down and ten others driven down out of control. Fifteen of our machines are missing.

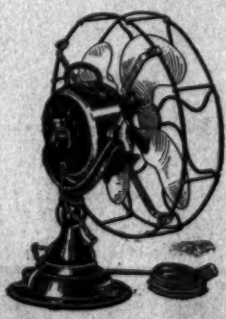
Reuter's correspondent at British Headquarters telegraphs that the Germans are continuing to bring up fresh troops and to deliver counter-attacks, more particularly in the neighborhood of Oppy, and from their trench system down to Gavrelle. The British hold the windmill north-east of the latter village and have improved their post along the south-western slope of Green Hill. Continuous fighting is in progress around the Roux Chemical Works.

"In a general way," continues the correspondent, "the situation this morning along the front of the attack, which began at daybreak on Saturday, is that we hold the German front line from the point where the Baillieu-Bischois line crosses the trenches north-east of Gavrelle to the fork in the Oppy line, between that place and Arleux. Beyond this fork we hold the German support line for a length of about 1,200 yards. Thence our front continues just east of Arleux."

"Various German documents that have been captured urgently emphasize the necessity of economizing strictly in the expenditure of shells of all types, as the dearth of material is seriously minimizing the output of supplies. It is also urged that the artillery officers be trained to employ guns, the inner tubes of which are worn out, upon targets which do not necessitate very accurate shooting, as the output of new guns is limited."

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KAISER'S GRIP ON NAVY AND ARMY IS MENACED

Two Amendments To Constitution Adopted By Reichstag Committee

London, May 6.—Further amendments have been accepted by the Reichstag Committee on Constitution, now in session. A Berlin dispatch reports that on Saturday the committee adopted a joint proposal by the Center, National-Liberal and Progressive Peoples' Parties to alter Articles 53 and 66 of the Imperial Constitution, as follows:

Article 53.—The navy is under the supreme command of the Emperor. The organization of its structure appertains to the Emperor. The Emperor appoints the officers and men and officials of the navy under the counter-signature of the Imperial Chancellor or the Secretary of State for the Admiralty as his representative. The officers and officials and men of the navy swear allegiance to the Emperor.

Article 66.—The appointment of officers and military officials of a State contingent is made under the counter-signature of the War Minister of such contingent. These War Ministers, with the exception of the Bavarian, are responsible to the Reichstag for the administration of their contingents.

The proposals, says the telegram, were adopted over the votes of the Conservatives, who asked why at this moment, when German officers had most brilliantly stood the test of war, alteration should be made in the principles under which they hitherto have been appointed. If the appointing of officers is placed under the control of the Reichstag, then the personal relations of loyalty to the Monarch will be prejudiced, the Conservatives argued.

A Progressive member pointed out that under the new regulations the War Ministers of the States will become responsible to the Reichstag, but there is no thought of establishing a Parliamentary army or undermining authority.

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U. S. HANDS FRANCE A HUNDRED MILLION

Money From Loan Will Be Expended In America For Supplies

Washington, May 8.—The first loan from the American Government to France since the entrance of the United States into the war was made today when Secretary of the Treasury McAdoo handed to J. J. Jusserand, the French Ambassador, a Treasury warrant for \$100,000,000. The money will be expended in this country in the purchase of supplies.

The extension of the loan was marked by an exchange of brief addresses by Secretary McAdoo and the Ambassador. After the Treasury warrant had been signed, as well as the certificate of indebtedness, Mr. McAdoo said:

"Mr. Ambassador, in handing you this Treasury warrant for \$100,000,000 may I not express my feeling that it represents more than the money involved or the supplies that it will buy, vastly important as these things are. It symbolizes the bond of unshakable friendship between the great republics

on either side of the Atlantic. This simple ceremony typifies the material and spiritual ideals now gaining a new and irresistible force in the land of Lafayette and Poincare and the land of Washington and Wilson. God grant that this co-operation and friendship, cemented by the blood of your soldiers and sailors and our soldiers and sailors spilled in the cause of liberty more than 100 years ago, may speedily achieve a new and lasting victory for peace and liberty throughout the world."

Replying, Ambassador Jusserand said:

"Mr. Secretary, such is the parity of dispositions among the Americans and among the French that in expressing your sentiments on this important occasion you also expressed mine. I have only to add my heartfelt thanks."

"An important occasion indeed. In those stirring times of long ago which you so kindly have recalled, France did a thing which for nearly a century and a half had never been duplicated, coming as she did with all her resources in men, ships and money to the rescue of a people that was fighting for the principle of national independence. She came with the express understanding that all she wanted to gain was freedom for you and for herself your friendship. In this she succeeded."

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We say of Jonah Town, because her home was at Mosul, which in Jonah's day was Nineveh.

Soon you will hear that General Maude is at Mosul, having expelled that latter-day Jonah, the Turk. And when that is done it will mark the final catastrophe to the Turk in Mesopotamia.

And if you read this fine story which Miss Mesopotamia has written and for which she won Hodder and Stoughton's Thousand Guinea Prize, you will have a vivid sense of the nature of the historic lands and the interesting people which our soldiers are at this moment rescuing from the Turk. It is a most fascinating picture, never to be forgotten when you look at the map again, and the book appears at a happy moment.

It brings you into romantic touch with the remains of ancient civilisations, and with the exploring parties who delve in them today and re-write history from what they find. And around one such party, with adventures not a few, the story circles with color, movement, and excitement. The story is a brilliant one, moving with ease and sureness through scenes and peoples which are becoming more real to us every day. "Watch Mesopotamia," says Lord Curzon.

Miss Mesopotamia, who tells the story, is a veritable Diana and most herself when mounted on a splendid Arab horse. Of course, her name is not Miss Mesopotamia, and that is the one fault of the book. She is called "Miss Haroun Al-Rachid," a name which simply won't stick in a hot climate, for it curls up and off in the sun! And even the name of "Haroun Al-Rachid" is only another nickname. Her real name is Miss Rathia Jerningham, and she is the daughter of Sir Horne Jerningham, whose splendid success as an explorer had won him fame and a title. But her energy certainly did not come from her leisurely father. All the dash and vim came from her mother—a woman of Kurdistan—a descendant from the Uncle of the Prophet Mohamed—of the race of hereditary Fashas of Amadiyeh. No wonder she rode like Diana and was as good as her father at his work of excavation.

The Writer of The Book
So here her name must be "Miss Mesopotamia," and we wish that the title of the book. For does not "Mesopotamia" mean "the Land Between the Rivers," and certainly she is the Lady of Mesopotamia throughout this book and ever after in the memory.

As you read you wonder at the vitality of the writer of the book. You ask yourself—How does she know all this? Has she been in such and such a place and done this and that? And you feel that you are reading a personal adventure—so vivid and vital is the story. You wonder whether the writer could write another such story, and if not what sort of story she will write next. She is a writer about whom you want to know more.

Her name is Jessie Douglas Kerruish, and the book is dedicated to the memory of her mother and father, Margaret Duncan and Moses Henry Kerruish. But the real writer, Miss Kerruish, is not to be identified with Miss Mesopotamia, who tells the tale in the book. And now it is time you heard her speak and these are some of the things she says in this book, which is called Miss Haroun Al-Rachid. (5s. net.)

The Return to Jonah Town

The family are on their way back to Mosul after a visit to England. "We were in the Tigris plains. In each hour's sunny ride; with rolling generally around, arrowy Tigris generally in sight, and always sharp mounds; the graveyards of dead cities, rising and sinking on horizon and foreground as we rode on. The tribes, Kurd and Arab, were coming down from the summer pastures, the dells and hillsides were spotted with black-tent encampments, exactly like that Abraham Ben Therach must have pitched on his halts between Ur and Mamre. We could not halt near one, to greet an old friend or beg a drink of laban, but the news 'Shishman Jerningham Agha is back, he hath been made a Pasha by the Sultana Victoria, and Mosuleani Khatoun—(the Lady of Mosul)—is back like wise with a mighty firman!' would run round the tents before we had dismounted.

"Then would all the tribe tumble out, yelling as only Arabs and eagles can yell, the women sounding the maddening, flute-like Tahill until one understood how, with a girl on camelback in front to chase them on, the Arabs once conquered half the world.

"We headed quite a respectable cavalcade when we reached Tel Keif on a sun-bathed morning. 'Tel Keif is the last stage as you come to Mosul from the north, and, as we had sent telegraphic notice of our coming ahead, most of our Mosul intimates had ridden there to escort us home, in the dear and pretty Eastern way. The Vall sent an escort of honor, which met us before we reached the village, and we made an effective entry at the head of our shouting mob of Chaldeans and Arabs, with the grave Turkish soldiers at either side.

Where All Life and Time Began
"I knew my hair bristled as I reminded myself that my foot was on my native heath again, that, like the skull whereof Sa'ad sings, by birth and breed—

"I was King of the Two Great Rivers, I was Babylon's Lord.' In short, that I had all Assyria before me wherein to search for the where-

withal to blacken the face of the Louvre [a rival] Expedition.

"Early evening saw us on the way again in a fairy world carved out of amber and lying under a canary-colored sky, lit by a throbbing, rayless, orange sun. We did no outrage to the poetry of the scene as we cantered along in a cloud of yellow dust, a picturesque cavalcade, prim, trim, Europeans and, gorgeous Oriental notables at the head, behind a dancing, gesticulating press of Arabs and Chaldeans on foot, or horseback, or camelback. By our road flowed arrowy Tigris its golden banks reflected, golden, in its lapping depths, dark hulled and golden-mailed boats, heaped with yellow grain or tawny limestone, floating slowly, on its scintillating ripples, the scorched plains dimpling up and down around, all varied shades of gold and amber, and in front a huddle of hills, near and distant, peaking up yellow and violet in broken streaks.

"A golden country. A country with a past of gold and a future that may yet be golden. Ah, my Land of the Two Great Rivers, where all Life and Time began!"

Where Jonah is Buried

"In time two vast mounds detached themselves from the line of the distant hills, and stabbed up close before us. The one, steep-sided and flat of top, was Kouyunjik, famed Kouyunjik, the Shambles Mount, where early explorers unearthed half the sacked and fire-scorched palaces of inhumed Nineveh. The other, Nebbi Yonus, the Virgin Mound, distinguished by the dome above the tomb of the Prophet Jonah, which stands near the top, and, by making the pile holy ground, has kept it inviolate from pick and spade.

"Then we went up a dip, and, lo, before us Tigris full of craft and on the opposite bank a fairy line of wall. And beyond the wall and clustered with it in the yellow water reflected trees and houses, and gilt-splashed Musjid domes, and leaning minarets a-plenty, and the gaping, black Water Gate, and the mixed black and green of the cucumber gardens established at the wall-foot in the mud left by the shrunken autumn river, and, in short, every well-loved, well-remembered detail of old Mosul."

In Jonah Town

"White walls, dark-arched gate, my own doves fluttering about— lightning flashes as they skimmed through sun from shade to shade— scraps of red evening sky shivering between the branches of the poplars and sycamores, the court floor a shifting network of broken shade and palpitating scraps of light. And the servants swarming round so eagerly that I could not step down from the mounting-block, but must needs stand elevated and introduce Evelyn (her sister) to them, for all the world like a heathen priestess showing off her patron goddess. And Evelyn sat on her tall horse, and the elder folk cried, 'The Khatoun Effendi is come again!' (She was like her mother.)

Then they set out on their Excavation, accompanied by an excited crowd of natives who were to uncover the ruins.

"Allah Hu! they sang. 'We be the children of Shishman Jerningham Pasha, and of Mosuleani Khatoun (Miss Mesopotamia). Matches in his beard who contradicts us! Allah Hu! Shishman Jerningham is fat; under his shadow we live! Mosuleani Khatoun hath red hair; it is a beacon whereto the wise and industrious flock! The hair of the sister of Mosuleani Khatoun is golden; it is as plentiful as the gold her father bestows on his men! Allah Hu! We be the wise, we be the industrious, the wise of the Two Rivers, be we! We will eat sheep, we will arise and uncover Jimn images wrought by the Kafrun of old, even we will uncover them! We will send them into the land of the Franks, even unto Frankistan will we send them, that Sultana Victoria

Last Tribute To Those Who Fell In Russian Revolt



Breshka Breshkoski, known as the "Grandmother of the Russian Revolution," at the funeral of those who died that Russia might be free. She spent many years in Siberia, but returned to Petrograd together with many other Russian patriots after the overthrow of the Tsar.

may say her Salat before them on the Nazarene praying-day!"

On the Tigris

They float away down the Tigris:

"The kelek, or Tigris raft, is a simple affair: a platform of poles and bamboos buoyed on inflated sheepskins. For passenger use little cabins are built on it, and it will bear you safely down stream so long as you do not run into the bank, or scrape over a sunken rock and burst the skins. It is identical with the craft that conveyed the stones and sculptures to the palaces of Nineveh and Asshur when they were a building, thirty centuries ago. You can see them represented on the Khorsabad and Kouyunjik bas-reliefs, and the modern kelekji imitates the skins in the primitive, lung-power way also portrayed in the same works of art: though, of late, a few enterprising workers have discovered the utility of the bicycle pump."

"Our autumn evening in the Land of the Two Great Rivers was like a summer afternoon in the West. The roofs, domes, minarets, and trees of Mosul cut, sharp outlined, against the even, greenish sky; the plains, melted into golden haze on the horizon; a tender breeze from the far-off Kurdish hills stirred our hair and fanned our heated cheeks. Soon we were in full current; Mosul slid out of sight behind us. Few other craft were abroad; the banks were deserted, save where here and there an irrigation machine, bullock or donkey driven, peaked up, galloping like a water's edge. We had the stream to ourselves in silence only broken by the splash of the kelekji's poles and the river's lulling undertone as it flowed with us, splintered into a million glancing, opalescent ripples."

"Rapid, even motion down a stream of steel, pearl-flecked and cutting through a land all vivid black and white in the moonlight. A cool, following breeze, banks gliding back to meet it; sharp-cut, black, or moon-silvered as they were high or low; a breathless, airy silence around; over all a sky of dull blue velvet blazoned with great, flickering stars. There may be, short of Paradise, some more ethereal pleasure than a raft voyage down the Tigris, but I doubt it."

A Chant of Sailors
"The hush was scarcely affected by the sound of the poles, dipping rhythmically to the tune of a chanty sung in a whisper, a chant which the sailors of Sennacherib probably sang, the same note for note as, his galleys, of Karian pirate build, dropped down that same stream to the beleaguering of Babylon six-and-twenty centuries before. There was nothing to jar, either, in the subdued laughter that drifted down-

breeze as the men shared out the stock of a tobacco-pedlar which we had bought for them on the bridge; the shore noises; the rustle of an occasional palm, the less frequent whinny of a desert horse, now and then a jackal's sharp, crackling bark, only intensified the hush. When the banks were low we could see the wastes stretching to the invisible meeting-line of earth and sky; a lone irrigation machine, quiet for the night, struck up frequently; at whiles, the aromatic, melancholy scent of burnt and crushed wormwood was blown to us in intangible puffs of wind.

"Night was big and mysterious, and we were little and just as mysterious to ourselves."

"Truly, 'Apart from Space, withholding Time,' is the desert between the Rivers. As it was in good Al-Rachid's prime it is now, and so will it be for ever, let us hope, an oasis of slow-going, Kismet-ridden shiftlessness in a world which now moves too fast for peace and poetry."

The Diggers of Curious Stones
"Within a week the whilom solitary Tel beehive the most populous spot between Tekrit and Kirkuk. The magic words, 'The Diggers of Curious Stones are at Tel Abou

Khatoun!' went round like the fiery cross and raised the country-side. All the villagers of Khatounabad and every other hamlet within many miles of the Tel came down with one accord, and said the Tel was their property, and would we pay bakish or clear out? We neither paid nor went. Instead, we hired a gang of laborers from each place at the usual remuneration of two piastres per head per diem, and hope of a twopenny rise if they became skilled workers, and for this they kept their fellow-villagers in order.

"They worked all day, from morning prayer to sunset prayer, with two stops for noon and afternoon prayer, and rested for an hour or so when the sun was straight overhead and the children trotted over from huts and tents with the bowls of millet paste or little cakes of millet bread that formed the one daylight meal. They rarely had anything better, but were all content, happy fellows!— laughing and telling stories as they ate in the shade of the trenches, and then passed round the single jar of water and shared a pipe together.

The Eastern Stars Look Down
"Oh, those evenings on Tel Abou Khatoun! Those spans of Elysian rest after days of strenuous work.

when dinner was done with, and the sun had dipped, and the moon and stars made half a white daylight, and our workers' songs drifted up, distance-softened, from the fires by the base of the Ziggorat hill! We would pitch our chairs on the summit and watch the stars pace half the sky, the world spread forth, far beneath us."

"Sometimes papa would talk of the stars, and of the folk who had stared at them in their time from their time from the land where we now eyed them in our turn. He generally began with Nimrod and ended with George Smith of the prosaic name and romantically premature fate. One's head whirled to think of it—the same bright spheres, and the same old earth, and the un-

countable myriads of eyes and feet that had gazed at the one and trodden the other, and had become wind-blown dust and ashes since Abram went that way on his route from Ur to Haran, and looked on the silver marvel of the Chaldean Host of Heaven, and had the strength of brain and soul to see the One and Only one beyond!

"And sometimes he would discourse of the farther stars, thrusting a hand into the light and saying that the white beam on it had taken three centuries to reach the earth; it had left its present orb when the thunder of the Armada guns was echoing back from the English cliffs, and for all we knew that orb might have died into dark since then, for all we thought we saw it up in the blue velvet sky."

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GERMANS FIGHTING ON SCANTY RATIONS, U. S. CAPTIVE TELLS

Yarrowdale Prisoner Could
Scarcely Swallow Food Given
Him and Learned It Was Lit-
tle Worse Than Army Got

SAW GERMAN SMALL BOYS
MARCH TO WORK STARVING

They Begged Share Of The
Prisoners' Bread, But Condi-
tion Of The Latter Was So Bad
As To Dull All Generous Feel-
ing

Dr. McKim, the American veteri-
narian who was on the White Star ship
George in charge of 1,200 horses when
she was sunk and her crew taken to
Germany on the Yarrowdale, gives
herewith the last installment of his
experiences, the others having already
been printed. Dr. McKim is the first of
the Yarrowdale party to return to
America and tell his story.

By Dr. Orville E. McKim
Arriving in Swinemunde, where
Barowitz, the sleepless demon of the
Yarrowdale, was hailed as a hero—
and afterward decorated—we were
kept all day December 31, as well
as throughout the night, without be-
ing allowed on deck for air. All
were locked up in the coal bunkers
and poop, jammed in like sardines,
without any facilities for sleeping or
washing. The Germans had forgot-
ten we ate.

I began the New Year by being
taken ashore in the first boatload,
where we were to be held prisoners,
because, as we were informed, hav-
ing been caught aboard a British
armed steamer, we were regarded
as part of the British navy. I can
testify now the Germans bear no love
for the British navy, judging by their
treatment of us.

It was about 3 o'clock when I got
foot on German soil. German
soldiers had been set to work dig-
ging post holes to construct a stockade
within which we could take what
little exercise was permitted to us.
Hurling us into a long shed, we
made a tough looking crew, since
the coal dust had been ground in
and our clothes were ragged. I had
been the last four days on the
Yarrowdale without any water for
my face and hands. However, since
our new quarters were not equipped
with mirrors, our appearance did
not worry us much.

Soon they sorted out the officers—I
was rated as an officer—and we
were put into filthy barracks and
given straw mattresses with two
woolen navy blankets. In spite of
the prevailing conditions I took the
first good night's sleep I had had for
three weeks. It affected me like a
narcotic for I felt in the morning as
if I were in a stupor, and it was al-
most impossible to recover my
senses.

Single Loaf for Three Men
We had slept most of the day and
got our first "meal" at night, when
a loaf of bread was allowed to every
three men. We received some of the
beverage disguised as coffee and
made according to Hindenburg's pre-
scription for prisoners, but by this
time I had learned to drink it. I had
caught up somewhat on sleep and
began to look about and pick up
stray bits of gossip. One of the
soldiers who had been on the Yarrow-
dale came to the prison the next day.
He had no love for Barowitz, al-
though I could see he was forced to
admire him.

"Lieut. Barowitz has gone out
again," he informed me. "He left on
a submarine this morning. You know
he was on the U-boat that sunk the
Lusitania, but he was only in the
crew then. He has been decorated
for bringing back the Yarrowdale."

I didn't wish that submarine any
more, luck than that she should get
caught in an English net heavily up-
holstered with mines.

I also spoke to a German officer
who had been winged in the arm
and was here convalescing. He was
a better master of English than I was
and a very decent chap. "When do
we get something to eat?" I asked
him. "We are all starving here."

He looked at me in amazement
and replied: "Why, you got two hot
meals yesterday, didn't you?"

"Some barley soup and some
noodle soup," was my answer, "but
you couldn't call them meals. The
noodle soup had to be labelled in
order to recognise it."

"You are getting precisely what
we are," he said.

"Please don't insult my intelli-
gence," I remarked. "You don't ex-
pect me to believe a man can fight
on rations like these?"

"Well, I will admit we get a little
better than this at the front," he
concluded. This gives some idea of
what the German fighting men face
in the way of food.

Now Dynamiting U-Boats As They Once Killed Fish

Dynamiting submarines, as peo-
ple used to dynamite fish before it
became illegal, is the latest scheme
of the English, according to Dr. Mc-
Kim, the American veterinary sur-
geon who recently returned from a
German prison camp, where he
was one of the Yarrowdale prison-
ers, and who has been telling his
experiences.

"They attach a giant bomb to
the tail of a patrol boat or de-
stroyer," says Dr. McKim, "and
drop it when a submarine is sighted.
It explodes at a given depth and
nearly blows the patrol boat out of
the water. But the water transmits
shock so readily that it also
destroys the U-boat."

blankets taken from us just before
we left the barracks.

German Work Boys Starving

For breakfast we have had a cup
of Hindenburg coffee and the inevit-
able third of a loaf of bread. This
is to last for the journey, so we
carry the remainder of the loaves
in our hands. While we wait for
the train a number of very young
German boys file past, apparently on
their way to work. The poor little
devils look half frozen and worn
out, and their faces bear the un-
mistakable pinch of hunger. When
they see the bread in our hands
they reach out for it and beg piteous-
ly for a few pieces.

When we reached our destination,
Neustrelitz, some of us literally had
to be lifted out of the carriages. We
were marched to a store house,
where each man procured a "mat-
tress." I use quotation marks be-
cause these mattresses were unlike
the ones I was used to. They were
stuffed with a mixture of
waste paper, leaves, chips, ex-
cessive shavings, twigs, ferns and
dirt. In short, they were padded
with sweepings, and good taste
forbids the detailing of everything
found in them.

At 11.30 that night we received a
tin dish of garbage. I know it was
garbage because in mine I found
prune skins, prune pits, a few pieces
of gristle, some day leaves and
several bits of foreign matter. The
majority of the men could not eat
a mouthful of this mess.

It was an infernal night. When
morning came, some semblance of
order was instituted. Lieut. Rousch,
a little army officer who was in
command of the camp, didn't
know anything about running it, and
didn't want to. Hans Fagel, fourth
officer of the Voltaire, spoke better
German than any of us, and being
our spokesman naturally assumed a
sort of leadership. Lieut. Rousch
practically turned the administra-
tion of the camp over to him. We
owe a great deal to Fagel.

Set Menu Instituted
After that first night's meal we
have a regular set menu. Twice a
week we are supposed to have meat.
The Germans tell us that it is ground
up and mixed with vegetables and
water, but I doubt it. Only twice
in the entire month we were at
Neustrelitz did we get real pieces of
meat. Twice a week we find mixed
with the potatoes and turnips some
salt herring or fish roll. Many of
the officers cannot stomach this de-
licacy, and it is pitiful to see our
horsesmen, firemen and sailors lined
up outside our barracks after meal
time waiting to scrape those bits of
fish from our tins.

Four times during our stay at
Neustrelitz we had salt herring at
night in place of the bonemeal soup.
There were forty-four of us in the
barracks, and with only two small
stoves it was not possible for all of
us to cook the fish. I ate mine raw,
and also devoured a couple which
other men could not eat, and I enjoy-
ed them very much.

When I first arrived at Neustrelitz
I used to walk five miles every day
round and round the inclosure, which
was bounded by three meshes of
electrified wire, and a stockade of
sword bayonets. I wanted to keep
my muscles in trim, but the lack of
food soon began to tell, and I found
that I couldn't stand the exercise.

Our chief amusement became play-
ing cards. It is surprising how diffi-
cult it can be to teach a man to play
whist. Some of my companions who
seemed to be otherwise very intelli-
gent were almost impossible when it
came to bridge. I owe them a debt

of gratitude, however, for the mental
exercise I got trying to teach them,
probably saved me from insanity.

Relations When U. S. Severed

After the United States broke off
diplomatic relations none of us
thought we would be liberated until
the termination of the war if we
lived that long.

On January 25 we saw the sailors,
firemen and horsemen of our com-
pany transferred from Neustrelitz to
Dulamon. Each was bathed and
his head was cropped and his cloth-
ing fumigated—a necessity of long
standing. Two of the captains cried
bitterly as they saw their men
march by, dragging their feet, hope-
less.

The big blow came to those of us
remaining when the Germans freed
the men really regarded as neutrals,
and we were held. It was a bitter
day for me, and still no word from
Gerard, to whom we had written.
The letters undoubtedly were torn
up in the camp, for we wrote re-
peatedly.

On the fifth of February, the Mon-
day following the break in diplomatic
relations, although we did not know
then they had been broken, we were
moved, and we started on the worst
fifty-three hours of my life. The
last has been the coldest winter for
Germany in fifty years—and we know
it.

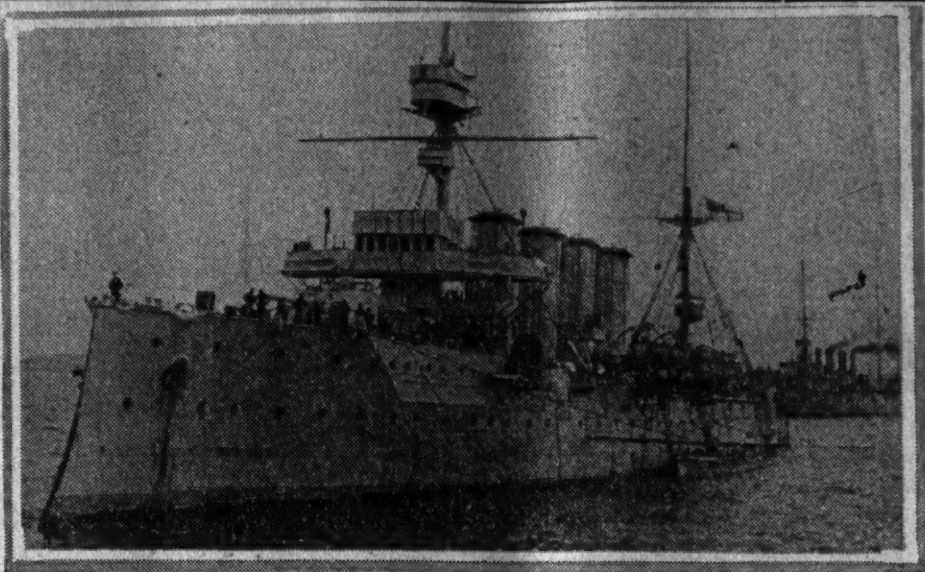
Flour soup formed our morning
meal in which the four precipitated—
or congealed—into balls that were
nothing more nor less than
dough. Nevertheless, we ate these.
Loaded into the train, the ther-
mometer was at 18 degrees below
zero, and there was no heat in the
third class carriages into which we
were packed. Before starting we
were each given a fifth of a loaf of
bread, the usual daily ration, and a
fifth of a tin of blood sausage.

Hear at Berlin of Diplomatic Break
At 2 o'clock we reached Berlin,
where we learned for the first time
of the break in diplomatic relations.
Our locomotive was used to shift cars
about, and we were confined in the
cars all the time. We were forced
to stamp about to keep from freez-
ing all day and all night. We didn't
dare lie down. At 9 o'clock Monday
night I had finished my bread and
sausage, the portion allotted when we
started our journey, and we had no-
thing to eat or drink until 5 o'clock
on Wednesday morning.

Once more we were put on the
train, but it was still so cold we
couldn't lie down. Arriving in
Karlsruhe, we were taken to a hotel,
where we were questioned and
searched. Fagel, the Norwegian, who
acted as interpreter for us, and Drs.
Davis, Snyder, Zabriskie and myself
were removed to the prison camp in
the centre of the square. The others
—belligerents—were held for further
questioning.

The prison camp at Karlsruhe was
located in the middle of park, and
the reason for the selection of this
site was soon discovered. The Ger-
mans told us that Allied airmen had
made a raid on the city some time
before during a fete and had dropped

British Cruiser Roxburgh Visits New York



H.M.S. ROXBURGH.

Unannounced and with her mission unknown, the British cruiser Roxburgh has arrived at New York, the first British warship to put in at that port since the war began. The Roxburgh anchored near the American naval vessels Birmingham and Olympia. The photograph shows the Birmingham in the background.

bombs on this park, killing two
hundred women and destroying the
theatre and museum. Therefore, it
had been decided to make a prison
camp in the park for officers so a
guard of another raid the bombs would
kill the men of the enemy.

Witness an Air Raid

The second night in Karlsruhe, the
Allies' flyers serenaded us and
dropped bombs. Karlsruhe is an im-
portant concentration point, and this
is the reason for the raids. The
giant bombs dropped near the camp
—so near they shook the windows
and rocked the beds.

In the French bombs is a rocket
which shoots out and explodes when
the bomb strikes. This lights up
the vicinity so the airmen can see
what they have hit and also take
aim the next time. Most of us walk-
ed out inside the stockade while this
was going on. We watched for the
rockets. Three raids followed the
first while we were in Karlsruhe, but
the first was the one in which we
were in the greatest danger. Alto-
gether, I should say that the Allies'
flyers must keep the citizens of the
great German city pretty busy.

We could not discover the damage
done since the Germans refused to
permit us to see the newspapers the
next morning.

Protest to Commandant
It was Saturday that we col-
laborated on and sent a letter to
Major Schonebeck, the commandant,
and presented our case, telling him
we neutrals were being illegally held.
He granted us the interview we
asked for and instructed his secre-
tary to take down our statements. I
will never forget this Major and his
adjutant, Lieut. von Friesen. I have
often heard the expression, "A
soldier and a gentleman," and both
these men typified it. But each hat-
ed Americans and frankly gave us
their reasons. Said Lieut. von
Friesen to me one day:

"If it had not been for your Amer-
ican ammunition we would have
won this war now. Do you blame us
for hating you?"
Our statements were sent to Berlin
and shortly we were called before
the Major. He informed us we would
be released at once.

"Do you want to go today or wait
until tomorrow," he asked me. I
acted as spokesman and replied.
"Today." I was taking no chances
of a change of mind.

Our trip was a fast one. In Frank-
furt we waited twenty minutes, in
Berlin six, just long enough to
change trains. With us were two
detectives.

"Not guards but guides," explain-

ed our polite Major as he said
goodby—and they were.

From Berlin to Wernemunde we
travelled first class and finished
strong. Here we were searched
carefully and stripped. Every scrap
of paper was taken from us and a
guard started to tear up a photo-
graph of my mother and sister, but
I grabbed his wrist. An officer who
understood English interfered and
let me keep it. After the search I
was the only one of the Americans
who could have been identified if
dead. Inside my coat the tailor had
sowed my name when my suit was
made.

Death Penalty for Return
"Now," announced guard as we
started for the ferry, "you are over
the border. The penalty for return-
ing or rather attempting to after you
get on the ferryboat is to be shot
without question." We understood
and we knew he meant it.

When the Captain of the boat
asked for our fares we told him we
were destitute. He threatened to
send us back.

"We can't or we'll be shot," said
Fagel. Then the Captain telephoned,
and the Chief of Police in Gedser,
Denmark, agreed to pay our fares
when we arrived.

In the camp I made one great
friend among the British Tommies.

Foreign Money Orders

Actual experience has proved the
complete safety and economy of
the Wells Fargo Foreign Money
Order System; by it you can send
money to any part of the world.
Orders are drawn in Pounds Ster-
ling, Francs, Lire, Marks, Kronen,
Florins, Kroner, Rubles, Yen, etc.,
at the usual rates of exchange.

When a Foreign Money Order is
issued, you are given a receipt;
should the Order be lost or stolen,
Wells Fargo and Company becomes
entirely responsible and stands ready
to refund your money.

Sold at Current Exchange Rates.

PREMIUMS									
Per Annum	Pounds Sterling	Francs	Mark	Florin	Rubles	Yen	Others	Per Annum	Pounds Sterling
100	2	50	40	25	30	5	5	100	2
200	4	100	80	50	60	10	10	200	4
300	6	150	120	75	90	15	15	300	6
400	8	200	160	100	120	20	20	400	8
500	10	250	200	125	150	25	25	500	10
600	12	300	240	150	180	30	30	600	12
700	14	350	280	175	210	35	35	700	14
800	16	400	320	200	240	40	40	800	16
900	18	450	360	225	270	45	45	900	18
1000	20	500	400	250	300	50	50	1000	20

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BERNESE ALPS MILK

Twice he had tried to escape and
once had almost reached the Swiss
border before being caught.
"You'll be shot," I warned him.
"Not me," he answered. "I can
throw up my hands too quick. And
I'll be at it again as soon as the
weather clears up," he declared
hopefully. "Our greatest friend in
Germany is Mr. Gerard. He has
looked out for us prisoners and made
the Germans look out for us. Now
that he is gone I don't know what
we will do. We all love him."

McKim's Conclusions

My conclusions from my experi-
ence are brief:

The Germans are short of men. I
saw a soldier in Swinemunde sixty-
years old and suffering with tuber-
culosis.

"I'm sick," he declared, pointing
to his chest and coughing.

With blind obedience they believe

in Hindenburg. All think they will
win the war.

"With America we have several
scores to settle," said Major Schone-
beck to me one day in Karlsruhe,
"and we might as well settle them
now."

The Germans have been blinded
because they have been fooled into
believing the submarine war is a
great success.

The British are getting and de-
stroying many submarines. A new
style is to attach a giant bomb to
the tail of a patrol boat or destroyer
and drop it when a submarine is
sighted. This explodes at a given
depth and nearly blows the patrol
boat out of the water. Like dynamit-
ing fish, the pressure destroys the
U-boat.

The Germans don't realize what
the United States means as an
enemy.

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Fire Bells Are Ringing!

— and Mr. Knott
Insured says: "Maybe
they are going to my
house, and I haven't
taken out that policy."



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Bethmann Trying to Stop Critics, But Campaign Against Him Grows

Burr 2 Broadway

seventy-six German merchant steamers which were in Portuguese ports when Portugal entered the war and which were promptly seized by the

SWEDISH PAPER
is the best for any purpose
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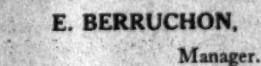
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34 Nanking Road, Shanghai:



... ..

SUNDAY, JUNE 17, 1917

Date and Place	Per	Chi.	British	French	Ger.	U.S.A.	Russian	Japan	Receiv.
Today									
Europe via Siberia (Post Train) ..	† Via Pukow	7.00*	..	..	..	..	..	..	8 (10th)
River Ports	Kiao-kwan	9.00	..	..	..	..	..	..	12
Hankow	Train	..	..	..	..	11.00*	..	..	00
Peking and Mantian .. (Every day)	Train	..	..	..	..	9.00	..	..	5
Tomorrow									
Europe via Siberia	Via Pukow	8.00	..	..	..	6.00	..	..	2.00
Hongkong and Canton	Kamo maru	9.00	..	4.50	..	4.50	9.00	..	9.00
Hankow, southern Ports, Australia, the Straits, Ceylon and India ..	Kamo maru	8.00	..	..	..	..	..	..	..
Tsingtao, Manchuria and Dainy ..	Kobe maru	10.00*	..	..	..	..	..	..	9.00
Swatow and Hongkong .. .. .	..	..	..	..	..	..	..	..	..
Hongkong .. .. .	..	..	..	..	..	..	..	..	..
Tsingtao, Dainy, Manchuria & Europe	Kobe maru	..	..	..	..	..	1.00	..	1.00
River Ports	Ki-neryu	9.00	..	..	..	..	..	..	..
Chefoo and Peking	Amoy	9.00	5.00	5.00	..	5.00	..	..	9.00
Newchwang	Kwellin	9.00*	..	..	..	..	..	..	8.00
Hankow .. .. .	..	5.00	..	..	..	..	..	..	..
Ningpo	Hsin Peking	5.00	..	..	..	..	..	..	..
Tuesday, June 9.									
Japan Ports	Chikugo maru	8.00*	..	..	..	..	..	..	7 (10th)
Swatow, Hongkong and Canton ..	Suening	1.50	..	..	..	..	..	..	..
Schanghai, Unsoo, and Canton ..	Shan-shien	1.30	..	..	..	..	..	..	..
Europe via Siberia (Express) ..	Via Pukow	7.00*	..	..	..	..	..	..	9 (10th)
Nagasaki, Kobe, Yokohama, Canada ..	..	9.00*	..	..	..	..	..	..	..
U.S.A. and Europe .. .. .	..	..	..	..	..	..	..	..	..
Japan via Nagasaki	Chikugo maru	9.00	..	..	..	..	9.00*	..	9.00
River Ports	Suiwo	..	9.00*	..	..	..	..	..	..
Swatow and Hongkong .. .. .	..	..	..	..	..	..	..	..	..
Wednesday, June 20									
Europe via Siberia	Via Pukow	8.00	..	..	..	6.00	..	..	5.00
Amoy, Hongkong and Canton	shan-shien	9.00	..	4.50	..	9.00	9.00	..	4.00
Amoy and Hongkong .. .. .	..	5.00	..	..	..	..	..	..	..
Antung	Wenchow	9.00*	..	..	..	..	..	..	9.00
Thursday, June 21.									
Japan via Moji	Kasuga maru	..	..	..	..	..	10.00*	..	10.00
Japan Ports	Kasuga maru	9.00*	..	..	..	..	..	..	9.00
Hongkong .. .. .	..	9.00*	..	..	..	..	..	..	..
Nagasaki, Kobe, Yokohama, Canada ..	..	10.00*	..	..	..	..	..	..	..
U.S.A. and Europe .. .. .	..	..	..	..	..	..	..	..	..
Friday, June 22.									
Japan via Nagasaki	Yawata maru	..	..	..	..	..	9.00*	..	11.00
Nagasaki, Kobe, Yokohama, Canada ..	..	..	..	..	..	..	..	..	..
U.S.A. and Europe .. .. .	..	11.00*	..	..	..	..	..	..	..

flatters forwarded by this route only when specially marked

Letters forwarded by this route only when specialty marked.			
An asterisk (*) denotes a.m.		value 9 a.m. Parcel post and money orders 8.30 a.m.	D Letters and boxes with declared value 11.30 a.m. Parcel post and money orders 11 a.m.
A Letters and boxes with declared value 10.30 a.m. Parcel post and money orders 10 a.m.	C	Letters and boxes with declared value 10 a.m. Parcel post and money orders 9.30 a.m.	E Registration 3.30 p.m. Supplemental mails closed at 7 a.m. following day.
B Letters and boxes with declared			

British Post Office.—Until further notice the ordinary and registered letter mails for Europe via Pukow and Siberia will be closed at 5 p.m. on Monday, Wednesday and Saturday. There will be a supplementary receipt of unregistered correspondence between 8.20 and 9 o'clock on the same evening during which time the office will be open for the sale of stamps only.

Chinese Post Office.—Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be closed on Tuesdays, Thursdays and Saturdays at 1 a.m.

Japanese Post Office.—Until further notice a mail will be despatched for Europe, via Dalny, every Tuesday morning, and via Pukow and Mukden, by the night-train on Wednesday and Saturday.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration at 5 p.m. at the Russian post office.

Destination	Mails.
Shanghai-Nanking Railway	Close Daily A.M. P.M.

Soochow, Wush, Changchow, Tanyang, Chinkiang, Nanking, Hankow and North China	7.00
Soochow, Wush, Chinkiang, Nanking and all intermediate places	7.50
Nansiang & Kiatinghsien	8.00
Soochow, Wush, Changchow, Chinkiang, Nanking and all River ports	11.50
Soochow, Wush, Changchow and intermediate places	2.50
Nansiang & Kiatinghsien	4.50
Soochow, Wush, Changchow, all River Ports and North China	9.00
Shanghai-Hangchow Railway.	
Sinchwang, (Taipo and Seakung) Hankian, Eeking, Kaphan,	

Kashang, Wangtien, Siastih (and Tung- hsiang), Changan (also Shihmen and Shihmen- wan), Linping (and Tangsi) and Hangchow (also Huchow)	\$ 3.00		Mails close daily except Sundays. a.m. p.m.
and \$8.00 daily.			
Shanghai-Hangchow Train.			
Sinchwang, Sungkiang, Fengking, Kashan, Kashang (and Tangsi), Siastih (and Tung- hsiang), Changan (also Shihmenwan) Linping and Hangchow (also Shaoshing & Siostshan).	1.00		
Shanghai-Woosung Train.		Close Daily.	
Woosung (also Paoshan, Kiangwan & Tachang). \$ 7, 9.30, 11.45 a.m. 1.30, 3, 5, 7.30 p.m.			
Sunkiang, Kashiin, Hangchow and inter- mediate places	\$ 3.00		
Ningpo, Chenhai and Wenchow via Ningpo, Shanghai-Hanchow train, 2 p.m., Sundays only.			
		Steamer.	
Ningapo, Chenhai and Wenchow			a.m. p.m.
Latuch			a.m. p.m.
Tsungmi and Paochen			7.00 2.00 10.45 8.00
Fehaiichen, Cha k i a n g , Pinghu, & Chungku	3.00		
Minghong and Nankiao	2.00		
Hunchow, Nanzing and Linghu	11.00		
Minghong and Wukahong, Nankiao	2.00		
Haimenting and Miaochua	7.00		5.00
Chowpu	11.00		10.45 3.00
Taiwan, Nankwei, Feng- hsien and Sinchang	2.00		
Tachang	7.00		
Courier.			
Kiangnan Arsenal . . .	5, 9, 10, 11 a.m. 12 noon.		
Sicacwai & Tsipao . . .	2, 3, 4, 6 p.m. 3, 10, 11 a.m. 12 noon.		
Chiwansha	7.00		
Foot Boat.			2, 3, 4, 6 p.m.

SHANGHAI NORTH TO ZAH KOU—"DOWN" MAIN LINE. ZAH KOU TO SHANGHAI NORTH—"UP"

STATIONS								STATIONS								Local and Goods			
Local	Fast	Slow	Local Goods	Local	Ex-press	Local	Local	Local	Local	Local	Fast	Slow	Local	Local and Goods	Ex-press	Local			
Shanghai North.....	dep.	7.40	8.55	10.00	14.05									8.55	14.15	16.00			
Jenfield.....	dep.	8.01	9.16	10.26	14.26									9.33	14.40	16.36			
Singow.....	dep.	8.10	9.25	0.35	14.3									1.05	15.28	17.40			
Lunghua Junction.....	dep.	8.28	9.45	11.00	14.52									12.30	16.38	19.00			
Shanghai South.....	dep.	8.00	9.20	10.30	13.35	14.30	18.10	16.45	18.00										
Lunghua Junction.....	dep.	8.28	9.48	11.00	13.53	14.52	18.29	17.03	18.10										
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Shanghai North.....	dep.																		
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KON ZEN CHIAO TO ZAH KOU				KIANGSU BRANCH LINE.				ZAH KOU TO KON ZEN CHIAO							
Kon Zen Chiao..	dep.	7.05	8.30	11.05	14.05	16.05	18.15	Zah Kou.....	dep.	9.40	12.20	17.15		
Ken Shang Mun.	dep.	7.25	8.50	11.20	14.21	16.20	18.29	Hangehow...	dep.	7.45	10.05	12.50	14.55	17.40	18.50
Hangehow.....	dep.	7.35	9.05	11.85	14.31	16.37	18.37	Ken Shang Mun.	dep.	8.00	10.23	13.05	15.10	17.52	19.02
Zah Kou.....	arr.		9.25	11.55		17.00	....	Kon Zen Chiao..	arr.	8.13	10.35	13.18	15.23	18.05	19.15

GERMANS FIGHTING ON SCANTY RATIONS, U. S. CAPTIVE TELLS

**Yarrowdale Prisoner Could
Scarcely Swallow Food Given
Him and Learned It Was Lit-
tle Worse Than Army Got**

**SAW GERMAN SMALL BOYS
MARCH TO WORK STARVING**

**They Begged Share Of The
Prisoners' Bread, But Condi-
tion Of The Latter Was So Bad
As To Dull All Generous Feel-
ing**

Dr. McKim, the American veterina-
rian who was on the White Star ship
Georgia in charge of 1,200 horses when
she was sunk and her crew taken to
Germany on the Yarrowdale, gives
across the last installment of his
experiences, the others having already
been printed. Dr. McKim is the first of
the Yarrowdale party to return to
America and tell his story.

By Dr. Orville E. McKim
Arriving in Swinemunde, where
Barowitz, the sleepless demon of the
Yarrowdale, was hailed as a hero—
and afterward decorated—we were
kept all day December 31, as well
as throughout the night, without be-
ing allowed on deck for air. All
were locked up in the coal bunkers
and poop, jammed in like sardines,
without any facilities for sleeping or
washing. The Germans had forgot-
ten us.

I began the New Year by being
taken ashore in the first boatload,
where we were to be held prisoners,
because, as we were informed, hav-
ing been caught aboard a British
armed steamer, we were regarded
as part of the British navy. I can
testify now the Germans bear no love
for the British navy, judging by their
treatment of us.

It was about 3 o'clock when I got
foot on German soil. German
soldiers had been sent to work digging
post holes to construct a stockade
within which we could take what
little exercise was permitted to us.
Herding us into a long shed, we
made a tough looking crew, since
the coal dust had been ground in
and our clothes were ragged. I had
been the last four days on the
Yarrowdale without any water for
my face and hands. However, since
our new quarters were not equipped
with mirrors, our appearance did
not worry us much.

Soon they sorted out the officers—
I was rated as an officer—and we
were put into filthy barracks and
given straw mattresses with two
woolen navy blankets. In spite of
the prevailing conditions I took the
first good night's sleep I had had for
three weeks. It affected me like a
narcotic for I felt in the morning as
if I were in a stupor, and it was al-
most impossible to recover my
senses.

Single Loaf for Three Men

We had slept most of the day and
got our first "meal" at night, when
a loaf of bread was allowed to every
three men. We received some of the
beverage disguised as coffee and
made according to Hindenburg's pre-
scription for prisoners, but by this
time I had learned to drink it. I had
caught up somewhat on sleep and
began to look about and pick up
stray bits of gossip. One of the
sailors who had been on the Yarrow-
dale came to the prison the next day.
He had no love for Barowitz, al-
though I could see he was forced to
admire him.

"Lieut. Barowitz has gone out
again," he informed me. "He left on
a submarine this morning. You know
he was on the U-boat that sunk the
Lusitania, but he was only in the
crew then. He has been decorated
for bringing back the Yarrowdale."
I didn't wish that submarine any
more luck than that she should get
caught in an English net heavily up-
holstered with mines.

I also spoke to a German officer
who had been winged in the arm
and was here convalescing. He was
a better master of English than I was
and a very decent chap. "When do
we get something to eat?" I asked
him. "We are all starving here."
He looked at me in amazement
and replied: "Why, you got two hot
meals yesterday, didn't you?"

"Some barley soup and some
noodle soup," was my answer, "but
you couldn't call them meals. The
noodle soup had to be labelled in
order to recognize it."

"You are getting precisely what
we are," he said.

"Please don't insult my intelli-
gence," I remarked. "You don't ex-
pect me to believe a man can fight
on rations like these?"

"Well, I will admit we get a little
better than this at the front," he
concluded. This gives some idea of
what the German fighting men face
in the way of food.

On January 4, we were told that
next day we would be taken to an-
other camp. At 4 o'clock in the
morning a detachment of soldiers
wakened us and we were marched to
a railroad station called Ostwine,
about a mile from the barracks.
There we stood in our pitifully
maimed clothing and shivered in a
driving snow storm and bitter cold
wind for more than an hour, waiting
for the train to be made up, al-
though the authorities knew the day
before that we were to be trans-
ferred. I can tell you that my heart
ached for the beautiful blue navy

Now Dynamiting U-Boats As They Once Killed Fish

Dynamiting submarines, as peo-
ple used to dynamite fish before it
became illegal, is the latest scheme
of the English, according to Dr. Mc-
Kim, the American veterinary sur-
geon who recently returned from a
German prison camp, where he was
one of the Yarrowdale prisoners,
and who has been telling his ex-
periences.

"They attach a giant bomb to
the tail of a patrol boat or de-
stroyer," says Dr. McKim, "and
drop it when a submarine is sighted.
It explodes at a given depth and
nearly blows the patrol boat out of
the water. But the water transmits
shock so readily that it also
destroys the U-boat."

blankets taken from us just before
we left the barracks.

German Work Boys Starving

For breakfast we have had a cup
of Hindenburg coffee and the inevit-
able third of a loaf of bread. This
is to last for the journey, so we
carry the remainder of the loafes
in our hands. While we wait for
the train a number of very young
German boys file past, apparently on
their way to work. The poor little
devils look half frozen and worn
out, and their faces bear the un-
mistakable pinch of hunger. When
they see the bread in our hands
they reach out for it and beg piteous-
ly for a few pieces.

When we reached our destination,
Neustrelitz, some of us literally had
to be lifted out of the carriages. We
were marched to a store house,
where each man procured a "mat-
tress." I use quotation marks be-
cause these mattresses were unlike
the ones I was used to. They were
stuffed with a mixture
of waste paper, leaves, chips, ex-
crement, shavings, twigs, ferns and
dirt. In short, they were padded
with sweepings, and good taste
forbids the detailing of everything
found in them.

At 11.30 that night we received a
tin dish of garbage. I know it was
garbage because in mine I found
prune skins, prune pits, a few pieces
of gristle, some bay leaves and
several bits of foreign matter. The
majority of the men could not eat
a mouthful of this mess.

It was an infernal night. When
morning came, some semblance of
order was instituted. Lieut. Rousch,
a vile little army officer who was
in command of the camp, didn't
know anything about running it, and
didn't want to. Hans Fagel, fourth
officer of the Voltaire, spoke better
German than any of us, and being
our spokesman naturally assumed a
sort of leadership. Lieut. Rousch
practically turned the administra-
tion of the camp over to him. We
owe a great deal to Fagel.

Set Menu Instituted

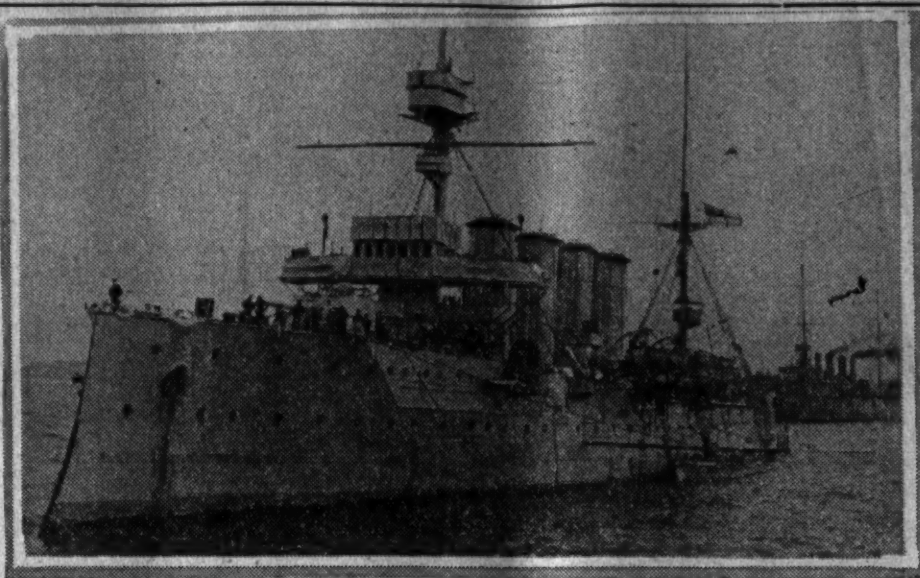
After that first night's meal we
have a regular set menu. Twice a
week we are supposed to have meat.
The Germans tell us that it is ground
up and mixed with vegetables and
water, but I doubt it. Only twice
in the entire month we were at
Neustrelitz did we get real pieces of
meat. Twice a week we find mixed
with the potatoes and turnips some
salt herring or fish roll. Many of
the officers cannot stomach this de-
licacy, and it is pitiful to see our
hormen, firemen and sailors lined
up outside our barracks after meal
time waiting to scrape those bits of
fish from our trays.

Four times during our stay at
Neustrelitz we had salt herring at
night in place of the boneless soup.
There were forty-four of us in the
barracks, and with only two small
ovens it was not possible for all of
us to cook the fish. I ate mine raw,
and also devoured a couple which
other men could not eat, and I en-
joyed them very much.

When I first arrived at Neustrelitz
I used to walk five miles every day
round and round the inclosure, which
was bounded by three meshes of
electrified wire, and a stockade of
wooden bayonets. I wanted to keep
my muscles in trim, but the lack of
food soon began to tell, and I found
that I couldn't stand the exercise.

Our chief amusement became play-
ing cards. It is surprising how dif-
ficult it can be to teach a man to play
whist. Some of my companions who
seemed to be otherwise very intelli-
gent were almost impossible when it
came to bridge. I owe them a debt

British Cruiser Roxburg Visits New York



H.M.S. ROXBURGH.

Unannounced and with her mission unknown, the British cruiser Roxburg has arrived at New York, the first British warship to put in at that port since the war began. The Roxburg anchored near the American naval vessels Birmingham and Olympia. The photograph shows the Birmingham in the back-ground.

of gratitude, however, for the mental
exercise I got trying to teach them,
probably saved me from insanity.

Relations When U. S. Severed

After the United States broke off
diplomatic relations none of us
thought we would be liberated until
the termination of the war if we
lived that long.

On January 25 we saw the sailors,
firemen and horsemen of our com-
pany transferred from Neustrelitz
to Dulamon. Each was bathed and
his head was cropped and his cloth-
ing fumigated—a necessity of long
standing. Two of the captains cried
bitterly as they saw their men
march by, dragging their feet, hope-
less.

The big blow came to those of us
remaining when the Germans freed
the men really regarded as neutrals,
and we were held. It was a bitter
day for me, and still no word from
Gerard, to whom we had written.
The letters undoubtedly were torn
up in the camp, for we wrote re-
peatedly.

On the fifth of February, the Mon-
day following the break in diplomatic
relations, although we did not know
then they had been broken, we were
moved, and we started on the worst
fifty-three hours of my life. The
last has been the coldest winter for
Germany in fifty years—and we know
it.

Flour soup formed our morning
meal in which the flour precipitated
—or congealed—into balls that
were nothing more nor less than
dough. Nevertheless, we ate these.
Loaded into the train, the ther-
mometer was at 18 degrees below
zero, and there was no heat in the
third class carriages into which we
were packed. Before starting we
were each given a fifth of a loaf of
bread, the usual daily ration, and a
fifth of a tin of blood sausage.

Hour at Berlin of Diplomatic Break
At 2 o'clock we reached Berlin,
where we learned for the first time
of the break in diplomatic relations.
Our locomotive was used to shift cars
about, and we were confined in the
cars all the time. We were forced
to stamp about to keep from freez-
ing all day and all night. We didn't
dare lie down. At 9 o'clock Monday
night I had finished my bread and
sausage, the portion allotted when I
started our journey, and we had no-
thing to eat or drink until 5 o'clock
on Wednesday morning.

One more we were put on the
train, but it was still so cold we
couldn't lie down. Arriving in
Karlsruhe, we were taken to a hotel,
where we were questioned and
searched. Fagel, the Norwegian, who
acted as interpreter for us, and Drs.
Davis, Snyder, Zabriskie and myself
were removed to the prison camp in
the centre of the square. The others
—belligerents—were held for further
questioning.

The prison camp at Karlsruhe was
located in the middle of park, and
the reason for the selection of this
site we soon discovered. The Ger-
mans told us that Allied airmen had
made a raid on the city some time
before during a fete and had dropped

bombs on this park, killing two
hundred women and destroying the
theatre and museum. Therefore, it
had been decided to make a prison
camp in the park for officers so in
case of another raid the bombs would
kill the men of the enemy.

Witness an Air Raid

The second night in Karlsruhe, the
Allies' flyers serenaded us and
dropped bombs. Karlsruhe is an im-
portant concentration point, and this
is the reason for the raids. The
first bombs dropped near the camp
—so near they shook the windows
and rocked the beds.

In the French bombs is a rocket
which shoots out and explodes when
the bomb strikes. This lights up
the vicinity so the airmen can see
what they have hit and also take
aim the next time. Most of us walk-
ed out inside the stockade while this
was going on. We watched for the
rockets. Three raids followed the
first while we were in Karlsruhe, but
the first was the one in which we
were in the greatest danger. Alto-
gether, I should say that the Allies'
flyers must keep the citizens of the
great German city pretty busy.

We could not discover the damage
done since the Germans refused to
permit us to see the newspapers the
next morning.

Protest to Commandant

It was Saturday that we col-
laborated on and sent a letter to
Major Schonebeck, the commandant,
and presented our case, telling him
we neutrals were being illegally held.
He granted us the interview we
asked for and instructed his secre-
tary to take down our statements. I
will never forget this Major and his
adjutant, Lieut. von Friesen. I have
often heard the expression: "A
soldier and a gentleman," and both
these men typified it. But each hat-
ed Americans and frankly gave us
their reasons. Said Lieut. von
Friesen to me one day:

"If it had not been for your Amer-
ican ammunition we would have
won this war now. Do you blame us
for hating you?"

Our statements were sent to Berlin
and shortly we were called before
the Major. He informed us we would
be released at once.

"Do you want to go today or wait
until tomorrow," he asked me. I
acted as spokesman and replied.

"Today," I was taking no chances
of a change of mind.

Our trip was a fast one. In Frank-
furt we waited twenty minutes, in
Berlin six, just long enough to
change trains. With us were two
detectives.

"Not guards but guides," explain-

ed our polite Major as he said
goodby—and they were.

From Berlin to Wernemunde we
travelled first class and finished
strong. Here we were searched
carefully and stripped. Every scrap
of paper was taken from us and a
guard started to tear up a photo-
graph of my mother and sister, but
I grabbed his wrist. An officer who
understood English interfered and
let me keep it. After the search I
was the only one of the Americans
who could have been identified if
dead. Inside my coat the tailor had
sewed my name when my suit was
made.

Death Penalty for Return

"Now," announced guard as we
started for the ferry, "you are over
the border. The penalty for return-
ing or rather attempting to after you
get on the ferryboat is to be shot
without question." We understood
and we knew he meant it.

When the Captain of the boat
asked for our fares we told him we
were destitute. He threatened to
send us back.

"We can't or we'll be shot," said
Fagel. Then the Captain telephoned,
and the Chief of Police in Gedser,
Denmark, agreed to pay our fares
when we arrived.

In the camp I made one great
friend among the British Tommies.

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No. 1	2	100	100	100	100	100	100	100
" 2	4	100	100	100	100	100	100	100
" 3	6	100	100	100	100	100	100	100
" 4	8	100	100	100	100	100	100	100
" 5	10	100	100	100	100	100	100	100
" 6	12	100	100	100	100	100	100	100
" 7	14	100	100	100	100	100	100	100
" 8	16	100	100	100	100	100	100	100
" 9	18	100	100	100	100	100	100	100
" 10	20	100	100	100	100	100	100	100



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Shang Mun.	dep.	7.25	8.00	11.20	14.21	16.20	18.25	Hang Chow....	dep.	7.40	10.10	12.50	15.00	17.00	19.00
Langchow.....	dep.	7.35	9.05	11.35	14.31	16.37	18.37	Ken Shang Mun.	dep.	8.00	10.23	13.05	15.10	17.52	19.02
Sh Kou.....	arr.	....	9.25	11.55	....	17.00	....	Kon Zen Chiao..	arr.	8.13	10.35	13.18	15.23	18.05	19.15

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, June 16, 1917.

Money and Bullion

Gold Dollars Bank's buying rate
@ 89 1/2 = Tls. 1.11
@ 73 = Mex. \$1.53

Mex. dollars: Market rate 72.8
Shai Gold Bars: 978 touch
Bar Silver 1804
Copper Cash 1804

Sovereigns:
Buying rate @ 3/8 1/2 = Tls. 5.42
exch. @ 73 = Mex. \$7.42

Peking Bar 280
Native Interest03

Latest London Quotations

Bank Rate of Discount 5%
Market rate of discount:—
3 m-s. %
4 m-s. %
6 m-s. %

Exchange on Shanghai, 60 d-s.
Ex. Paris on London Fr. 21.33
Ex. N. Y. on London T.T. \$ 476 1/2
Consols 1

Exchange Closing Quotations

London T.T. 3/8 1/2
London Demand 3/8 1/2
India (nominal) T.T. 27 1/2
Paris T.T. 50 1/2
Paris Demand 50 1/2
New York T.T. 88 1/2
New York Demand 88 1/2
Hongkong T.T. 60 1/2
Japan T.T. 58
Batavia T.T. 212 1/2

Bank's Buying Rates

London 4 m-s. Ctds. 2/10
London 4 m-s. Docy. 2/10 1/2
London 6 m-s. Ctds. 2/10 1/2
London 6 m-s. Docy. 2/10 1/2
Paris 4 m-s. 52 1/2
New York 4 m-s. 91 1/2

The following are the Customs Rates of Exchange to the end of June:—

1 = Hk. Tls. 5.03
Hk. Tls. 1 = Francs 5.40
1 = Marks 4.41 (nom.)
Gold \$ 1 = Hk. Tls. 1.06
Hk. Tls. 1 = Yen 1.85
" " 1 = Rupees 2.98
" " 1 = Roubles 3.56
" " 1 = Mex. \$ 1.50

Stock Exchange Transactions

TODAY'S QUOTATIONS
Shanghai, June 16, 1917.

Official
Telephones Tls. 80.50
Bukits (50 Shares) Tls. 4.25
Repah Tls. 1.10

Unofficial
Kungyik Cotton Tls. 14.75 June.
Anglo Dutch Tls. 5.30
Batu Anans Tls. 1.10
Bates Tls. 1.10
Hongkong Dock Tls. 122.00
Kungyik Cotton Tls. 15.00 cash

Sharebrokers' Association Transactions

BUSSINESS DONE
Shanghai, June 16, 1917.

Direct
Telephones @ Tls. 80.00 cash
Yangtzepeo's (ord.)
@ Tls. 5.75 cash
Dominions @ Tls. 11.00 June.

U. K. METAL MARKET

Renter's Service
London, June 15.—Today's metal prices were as follows:—

f s d.
Standard Copper G. M. B. f. o. b. 130 5 0
American Electrolytic 99.98% Copper f. o. b. 132 0 0
Lead L. B. c. i. f. per ton Nominal
Soft Lead "Spanish" f. o. b. 30 0 0
Quicksilver, Second hand Ex Warehouse f. o. b. (1s. Extra in flask) 20 0 0
Tinplates, L. C. W. 20-24 100 lbs. 112 Sheets per Case (lined Cases without Hoops f. a. b. Wales) 40s. 0d.
Muntz Metal, f. o. b. London or Liverpool (less 1/2%) (Nominal) 16 1/2 d.
Standard Tin (Cash) 340 15 0
Spelter (ord soft) f. o. b. 52 0 0
Galvanised Sheets 24 Gauge f. o. b. 26 5 0
Standard Tin (3 Months) 339 10 0

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Silk Market Report

Messrs. William Little and Co. write as follows in their weekly Silk Market report:—
Our last report was dated 8th inst. White Silk.—Further business was effected at the close of last week and early this. Although exchange has advanced from 3/8 1/2 to 3/10 1/4 4 m/s docs, Silkmen are unwilling to sell except at considerable advances in some instances, being busy covering their commitments in the interior markets, which are in consequence naturally strong and above rates ruling here.
Tussah.—Silver Double Elephant, Tls. 537 1/2. Gold Killing Tls. 507 1/2. Tussah Filatures.—Pegasus, 1, 2, 3, Tls. 660 av. Red Dragon 1, 2, 3, Tls. 660 av. Buffalo A. B. C. Tls. 660 av. Grasshopper A. B. C. Tls. 660 av. Blue Fish 1, 2, 3, Tls. 660 av. Kung Kee Mars 1, Tls. 600.
Tussah New Style.—M. H. Y. Blue Dragon and Felma Ex 1, 2, Tls. 710 av. Blue Monster and Race Horse Ex 1, 2, Tls. 705 av. Gold and Silver Peacock Ex 1, 2, Tls. 690 av. Stars and Stripes and Red Indian 1, 2, 3, Tls. 707 1/2 av. Yung Shi-Kai and Republic Flag Ex 1, 2, Tls. 690 av. Wild Dragon 1, 2, 3, Tls. 675-670 av. Red Peacock Ex 1, Tls. 662 1/2-670 av. Gold Clock Ex 1, Tls. 662 1/2 av. Red Locomotive Ex 1, Tls. 657 1/2 av.
Tussah Filatures 3 coc.—Some news is reported in medium grades at former rates.
Tussah Filatures 8 coc.—Some small balance lots of best grades for prompt shipment have been taken at Tls. 500 av.

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijnbouw en Landbouweexploitatie in Langkat:—
"The output of crude oil for June 13 was 81 tons."

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W. B. SUTHERLAND, Manager.

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Reserves Frs. 48,000,000.00

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Bankers: In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale. In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Pays-Bas; Credit Lyonnais.

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L. ARDAIN, Manager.

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Societe Anonyme

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President: JEAN JADOT

Gouverneur Societe Generale de Belgique.

London: Martin's Bank, Ltd.

Brussels: Societe Generale de Belgique.

Antwerp: Banque d'Anvers.

Paris: Banque de l'Union Parisienne, Societe Anonyme.

Lyons and Marseilles: Comptoir National d'Escompte de Paris.

New York: National City Bank of New York.

Interest allowed on Current Accounts Tels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETIS, Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital \$15,000,000

Reserve Fund: Sterling, £1,500,000 @ 2s. 15,000,000

Silver 15,500,000

Reserve Liability of Proprietors \$15,000,000

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J. A. Plummer Esq., Deputy

Hon. Mr. C. E. Anton, [Chairman]

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Reserve Fund 24,000,000

Kpg. Tls.

Capital Contributed by the Chinese Government 3,500,000

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Lyons: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

For Eastern Branches and Agencies: Bombay, Hallan, Peking, Calcutta, Hankow, Shanghai, Changchun, Harbin, Tientsin, (Kwan) Hongkong, Tsingtau, Chendze, Newchwang, Vladivostok, Chiefco, Nicolayovsk, Yokohama, Dalny, (Dalren o-A).

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Tels, Dollars and Roubles Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI, G. CARRERE, Managers for China and Japan.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital \$ 300,000.00

Reserve \$ 10,000.00

Deposits (Dec. 31, 1916) \$1,400,000.00

Correspondents at principal cities in China, and domestic exchange a specialty.

Credits granted on approved securities. Bills discounted.

Current accounts in both tels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both tels and dollars, will be furnished on request.

K. P. CHEN, General Manager.

The Bank of China

(Specially authorized by Presidential Mandate of 15th April, 1915)

Authorized Capital \$60,000,000

Paid-up Capital \$10,000,000

Head Office: PEKING.

Branches and Agencies: Peking, Tientsin, Newchwang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifeng, Hankow, Ichang, Shanghai, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Fochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH, 3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted.

Interest allowed on Current Deposit Accounts in Tels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates: For 3 months at the rate of 3 per cent per annum.

For 6 months at the rate of 4 per cent per annum.

For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG, Manager.

Hongkong & Shanghai Banking Corporation

Saving Bank Office: 12 The Bund, and 9 Broadway.

Deposits of not less than \$1, or over \$100, will be received at one time.

Not more than \$1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of \$5,000.

Interest at the rate of 3 1/2 per cent per annum will be allowed on the monthly minimum balance.

Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Tels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC.

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.

General Manager, A. J. Perrotte.

HEAD OFFICE: 74, RUE ST. LAZARE, PARIS.

Branches in Peking, Tientsin and Shanghai.

BANKERS: In France: Societe Generale pour le Developpement du Commerce et de l'Industrie en France.

In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION, Manager.

1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed Yen 45,000,000

Capital Paid-up " 30,000,000

Reserve Fund " 20,500,000

London Bankers: Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies: Antungshin, London, Port Arthur, Bombay, Lianyung, S. Francisco, Calcutta, Los Angeles, Singapore, Changchun, Lyons, Sydney, Dairen, Mukden, Sianfu, Harbin, Nagasaki, Tientsin, Hongkong, New York, Tokio, Honolulu, Osaka, Peking, Kobe.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Tels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and Exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Capital & Surplus... U.S. \$5,500,000.00

Undivided Profits... 1,010,000.00

U.S. \$7,510,000.00

Head Office: 55 Wall Street, New York.

National City Bank Building.

London Office: 34 Bishopsgate, E. C.

Branches: Bombay, Hongkong, Peking, Calcutta, Kobe, San Francisco, Canton, London, Santo Domingo, Cebu, Manila, San Pedro de, Colon, Medellin, Macoris, (Cristobal C.Z.), Shanghai, Hankow, Panama, Singapore, Tientsin, Yokohama.

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia, Buenos Aires, Rio de Janeiro, Genoa, Santiago de Cuba, Montevideo, Santos, Petrograd, Valparaiso.

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND, Manager.

Ja Klukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(NEDERLAND TRADING SOCIETY.)

Established 1824.

Paid-up-Capital:—

Gulden 60,000,000 (about £5,000,000)

Reserve Fund:—

Business and Official Notices

Russian 5% Internal Liberty Loan, 1917.

Subscription to the LIBERTY LOAN is opened in Russia up to the 13/26th of June, 1917.

The price of issue is 85%.

The Loan is free of income tax and other taxation.

The Loan is issued for 55 years, and will be redeemable at par by yearly drawings beginning in December, 1922.

The Loan may be reimbursed at par after the 16/29 of March, 1927.

Coupons are payable in Russia half-yearly, on the 16/29 of March and 16/29 of September.

Interest on the loan runs from the 16/29 of March, 1917: interest from that date will be added to the price of issue.

The Russo-Asiatic Bank, and its Branches in China, Japan and India, are ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian Exchange.

Applications will be wired to Petrograd free of telegraphic charges and commission. The Bank is ready to give every facility to subscribers in the shape of advances against the Bonds.

L. JEZERSKI,

Manager.

12616

IF YOU WISH to have good results in Developing and Printing your Films, send to THE ASIA PHOTO SUPPLY CO. 125-A, Szechuen Road. Phone No. 1647.

12222

W. ASSOMULL & CO.,
Indian Store
No. 4, Broadway,
(Opposite Astor House)

Dealers in:
Indian, Chinese and Japanese Silks, Fancy Articles, Carpets, Rugs, Indian Muslin, Damascene, Brass Ware, Etc. Inspection cordially solicited.
A large assortment of Chefoo Laces.
Tel. No. 2611.

12212

The Royal Cafe

Opposite the Brennan Road entrance to the new park

JESSFIELD

Meals and short orders served at all hours.

Only the best wines and liquors, Cigars and cigarettes carried in stock.

C. C. JOHN,

Manager.

12291

STYLISH FITTINGS ADD STYLE TO THE GOODS

BUSINESS AIDS BY

V. K. SHEN & SON

Furniture Manufacturers and Decorative Contractors

THE PIONEERS OF PRACTICAL SHOP FITTING

Shop fronts (METAL & WOOD), airtight showcases, window enclosures, bronze, brass or nickel and silver plated fittings of every description, beveled glass shelves in all shapes, bank and office fittings and furniture, museum cases, and stands, etc.

New Specimens and Sales Rooms: 7372 Hanking Road, Tel. 5246

Head Office and Sales Rooms: 109 Hanking Road, Tel. 1710

Works: Tientsin Road, and Szechuen Road.

Sketches and estimates Submitted Free

Good Shop Fronts and Fittings are Mute and Magnetic Money Makers

FOR 10 DAYS ONLY!!!

We offer at specially cut prices newly arrived

SUMMER UNDERWEAR

in India Gauze, Lisle Thread, Lisle Balbriggan, Porous Mesh, Aertex Cellular, Fine Cashmere.

H. G. HILL & CO. 119 Szechuen Road

Opposite Chinese Post Office

Triangle Commercial Co.

149 California Street, San Francisco, California, U.S.A.
Importers, Exporters and Commission Merchants.

Direct Chinese Business Solicited.

直接招攬中國生意

Cable address: "TRICOMCO"

Correspondence invited.

12813

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Quotations
Closing	
Banks	
H. K. and S. B.	\$640 S.
Chartered	659 10s.
Russo-Asiatic	R. 250
Cathay, ordy	Tls. 6.30 B.
Marine Insurances	
Canton	Tls. 240 B.
North China	Tls. 140
Union of Canton	Tls. 790
Yangtze	\$190 B.
Fire Insurances	
China Fire	\$146 B.
Hongkong Fire	Tls. 327 1/2
Shipping	
Indo-China Pref.	Tls. 100
Indo-China Def.	100s.
Shanghai Tug (C) ..	Tls. 15 B.
Shanghai Tug (S) ..	Tls. 50 S.
Kochien	Tls. 30 S.
Mining	
Kaiping	Tls. 10 B.
Oriental Cons.	27/6.
Philippine	Tls. 0.80.
Raub	\$2.45
Docks	
Hongkong Dock	\$122 Sa.
Shanghai Dock	Tls. 92 B.
New Eng. Works	Tls. 121 B.
Wharves	
Shanghai Wharf	Tls. 71 B.
Hongkong Wharf	Tls. 76 B.
Lands and Hotels	
Anglo French Land ..	Tls. 83 1/2 B.
China Land	Tls. 50.
Shanghai Land	Tls. 50 B.
Welbaird Land	Tls. 3.
Shanghai Hotels Ltd.	\$2 1/2 B.
China Realty (ord.) ..	Tls. 50.
China Realty (pref.) ..	Tls. 50
Cotton Mills	
E-wo	Tls. 157 1/2
E-wo Pref.	Tls. 100
International	Tls. 90 B.
International Pref.	Tls. 68.
Laon-kung-mow	Tls. 70.
Oriental	Tls. 37 1/2 B.
Shanghai Cotton	Tls. 124
Kung Yik	Tls. 14 1/2 B.
Yangtsepo	Tls. 5 1/2 B.
Yangtsepo Pref.	Tls. 101
Industrials	
Butler Tile	Tls. 23.
China Sugar	\$100 Sa.
Green Island	Tls. 7.70 B.
Lankata	Tls. 15 1/2 Sa.
Major Bros	Tls. 5.
Shanghai Sumatra	Tls. 145
Stores	
Hall and Hols.	\$16 1/2 B.
Llewellyn	40s.
Lane, Crawford	\$95 B.
Moutrie	\$35.
Watson	\$6 B.
Weeks	Tls. 15.40 B.
Rubbers (Local)	
Alma	Tls. 11 1/2
Amherst	Tls. 1 S.
Anglo-Java	Tls. 10 B.
Anglo-Dutch	Tls. 5.30 B.
Ayer Tawah	Tls. 37d. S.
Batu Alam 1912	Tls. 1.10 B.
Bukit Toh Alang	Tls. 4 1/2 Sa.
Buts	Tls. 1.10 B.
Chemor United	Tls. 1 1/2 B.
Chempedak	Tls. 11 1/2
Cheng	Tls. 3
Consolidated	Tls. 2.95 B.
Dominion	Tls. 11
Gula Kalumpung	Tls. 7 1/2 B.
Java Consolidated	Tls. 20d. B.
Kamunting	Tls. 6 B.
Kapala	Tls. 0.80.
Kapayang	Tls. 28
Karan	Tls. 12 1/2
Kota Bahros	Tls. 9 1/2 B.
Kroevok Java	Tls. 18 B.
Padang	Tls. 15
Pengkalan Durian	Tls. 10 1/2 B.
Pernyata	Tls. 3.50
Repah	Tls. 1.10 Sa.
Samagagas	Tls. 1 B.
Seekoe	Tls. 7 1/2 B.
Semambu	Tls. 1.45 B.
Senawang	Tls. 14 1/2 B.
Shanghai Klebang	Tls. 0.90
Shanghai Malay	Tls. 7
Shanghai Pahang	Tls. 12 1/2 B.
Shanghai Pahang	Tls. 1 1/2 B.
Sungel Duri	Tls. 11 1/2
Sua Manggis	Tls. 6 B.
Shai Kalantan	Tls. 0.92 1/2
Shanghai Seremban	Tls. 0.80 B.
Taipang	Tls. 1.90 B.
Tanah Merah	Tls. 1.15 B.
Tebong	Tls. 2 1/2
Ulu	Tls. 2 1/2
Zhangbe	Tls. 6 B.
Miscellaneous	
C. I. and B. Lumber ..	Tls. 110.
Culty Dairy	Tls. 9
Shai Elec. and Asb. ..	\$2.
Shanghai Trams	Tls. 75 1/2
Shanghai Gas	Tls. 24 B.
Horse Bazaar	Tls. 30.
Shanghai Mercury	Tls. 30.
Shai Telephone	Tls. 80 1/2 Sa.
Shai Waterworks	Tls. 250 B.
S. Sellers. Sa. Sales. B. Buyers.	

STOCK	Quotations
Closing	
Banks	
H. K. and S. B.	\$640 S.
Chartered	659 10s.
Russo-Asiatic	R. 250
Cathay, ordy	Tls. 6.30 B.
Marine Insurances	
Canton	Tls. 240 B.
North China	Tls. 140
Union of Canton	Tls. 790
Yangtze	\$190 B.
Fire Insurances	
China Fire	\$146 B.
Hongkong Fire	Tls. 327 1/2
Shipping	
Indo-China Pref.	Tls. 100
Indo-China Def.	100s.
Shanghai Tug (C) ..	Tls. 15 B.
Shanghai Tug (S) ..	Tls. 50 S.
Kochien	Tls. 30 S.
Mining	
Kaiping	Tls. 10 B.
Oriental Cons.	27/6.
Philippine	Tls. 0.80.
Raub	\$2.45
Docks	
Hongkong Dock	\$122 Sa.
Shanghai Dock	Tls. 92 B.
New Eng. Works	Tls. 121 B.
Wharves	
Shanghai Wharf	Tls. 71 B.
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Anglo French Land ..	Tls. 83 1/2 B.
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North China	T

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
June 21	..	New York via Panama	Toyama maru	Jap.	N.Y.K.
21	..	San Francisco	Yamashiro maru	Jap.	N.Y.K.
23	3.00	San Francisco	Shimoda maru	Jap.	N.Y.K.
23	4.00	Victoria B.C. & Seattle	China	Am.	G. J. Pet.
26	..	San Francisco	Mexico maru	Jap.	O. S. K.
27	..	Tacoma & Seattle Wash	Yamashiro maru	Jap.	N.Y.K.
July 6	..	San Francisco	Korea maru	Jap.	Alexander
10	..	San Francisco	Columbia	Am.	P. M. S. S. Co.
21	..	San Francisco	Inaba maru	Jap.	N.Y.K.
21	..	Victoria B.C. & Seattle			

FOR JAPAN PORTS

June 17	3.00	Nagasaki, Moji & Kobe	Chikuzen maru	Jap.	N.Y.K.
19	10.30	Nagasaki, Moji & Kobe	Ohikago maru	Jap.	N.Y.K.
21	..	Kobe & Osaka via Moji	Kasuga maru	Jap.	N.Y.K.
23	3.00	Nagasaki	Simbira	Rus.	R.V.F.
23	10.30	Kobe	Suwa maru	Jap.	N.Y.K.
25	..	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N.Y.K.
25	..	Kobe and Yokohama	Yamashiro maru	Jap.	N.Y.K.
26	..	Nagasaki, Moji & Kobe	Shimoda maru	Jap.	N.Y.K.
28	..	Kobe and Osaka via Moji	Hakui maru	Jap.	N.Y.K.
30	..	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

June 19	..	Java Ports	Tjitaroom	Dut.	H.-C.T. Co.
20	..	London etc.	Kashima maru	Jap.	N.Y.K.
July 8	..	London etc.	Mishima maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

June 17	8.00	Swatow, Hongkong & Canton	Wingsang	Br.	I. M. & Co.
17	A.M.	Foochow	Haen	Chi.	C.M.S.N. Co.
18	4.00	Ningpo	Hsin Peking	Br.	B. & S.
18	4.00	Ningpo	Hsin Nanchao	Chi.	C.M.S.N. Co.
19	1.30	Ningpo	Kiangtse	Chi.	C.M.S.N. Co.
19	10.00	Hongkong & Canton	Sanning	Br.	B. & S.
21	D.L.	Amoy, Hongkong & Canton	Shantung	Jap.	O. S. K.
25	..	Takao via Foochow & K'ung	Kohoku maru	Br.	B. & S.
28	D.L.	Swatow, H'kong & Canton	Chenao	Am.	P. M. S. S. Co.
30	..	Manila	Colombia	Jap.	N.Y.K.
July 8	8.50	Hongkong	Inaba maru	Jap.	N.Y.K.
..	..	Hongkong	Canada maru	Jap.	O. S. K.

FOR NORTHERN PORTS

June 17	8.00	Newchwang	Sungkiang	Br.	B. & S.
17	9.00	Newchwang	Hangchow	Br.	B. & S.
17	D.L.	Weihsaiwei, Chefoo & T'ien	Wosang	Jap.	S. M. & Co.
18	8.00	Newchwang	Kobe maru	Jap.	S. M. & Co.
18	11.00	Newchwang	Kwellin	Br.	B. & S.
19	8.00	Weihsaiwei, Chefoo & T'ien	Shuntien	Br.	B. & S.
19	A.M.	Chefoo & Tientsin	Chenao	Chi.	C.M.S.N. Co.
20	11.00	Antung	Wenchow	Br.	B. & S.
21	8.00	Tientsin	Sanyo maru	Jap.	S. M. & Co.
22	noon	Newchwang	Chihli	Br.	B. & S.
22	..	Dalry	Kashima maru	Jap.	S. M. & Co.
23	8.00	Vladivostok	Chenao	Br.	B. & S.
23	10.00	Weihsaiwei, Chefoo & T'ien	Tungchow	Br.	B. & S.
24	8.00	Weihsaiwei, Chefoo & T'ien	Shengking	Br.	B. & S.
27	..	T'ien & Dalry via T'iao	Keelung maru	Jap.	O. S. K.

FOR RIVER PORTS

June 17	M.N.	Hankow etc.	Kiangkwan	Chi.	C.M.S.N. Co.
18	M.N.	do	Taise maru	Jap.	N.Y.K.
18	M.N.	do	Kiangyu	Chi.	C.M.S.N. Co.
18	M.N.	do	Loenbo	Br.	J. M. & Co.
19	M.N.	do	Loenbo	Br.	B. & S.
19	M.N.	do	Loenbo	Br.	J. M. & Co.
19	M.N.	do	Fengyang maru	Jap.	N.Y.K.
20	M.N.	do	Kiangyung	Chi.	C.M.S.N. Co.
20	M.N.	do	Tachi maru	Jap.	N.Y.K.
20	M.N.	do	Nankin	Br.	B. & S.
21	M.N.	do	Kiangkwan	Chi.	C.M.S.N. Co.
21	M.N.	do	Kuiwo	Br.	M. & Co.
21	M.N.	do	Yohyang maru	Jap.	N.Y.K.
22	M.N.	do	Tatung	Br.	B. & S.
22	M.N.	do	Tuckow	Br.	J. M. & Co.
22	M.N.	do	Wuchang	Br.	B. & S.

* A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
June 16	Ningpo	Kiangtse	2012	Chi.	C.M.S.N. Co.	KLYW
16	Foochow	Haen	1839	Chi.	C.M.S.N. Co.	KLYW
16	Hongkong	Sanning	1570	Br.	B. & S.	CNW
16	Hankow	Loenbo	1550	Br.	J. M. & Co.	SHW
16	Hankow	Kiangyu	1490	Chi.	C.M.S.N. Co.	KLYW
16	Hankow	Taise maru	1126	Jap.	N.Y.K.	LDW
16	Newchwang	Kwellin	1073	Br.	B. & S.	WTW
16	Tientsin	Anping	1159	Chi.	C.M.S.N. Co.	KLYW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
June 16	Hankow etc.	Nanyang maru	1928	Jap.	N.Y.K.
16	San Francisco	Nippon maru	1170	Jap.	Alexander
16	Hankow etc.	Poyang	1892	Br.	B. & S.
16	Hankow etc.	Ningshao	3221	Chi.	N.Y.K.
16	Chinwan	Kiangyu	1490	Chi.	C.M.S.N. Co.
16	W. H. W. C. T'ien	Fengien	1073	Br.	B. & S.
16	Ningpo	Kiangtse	2012	Chi.	C.M.S.N. Co.

For Northern Ports

NEWCHWANG.—The China Navigation Co.'s Steamer Sungkiang Capt. H. Trowbridge will leave on Sunday, June 17, at 8 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

NEWCHWANG.—The China Navigation Co.'s Steamer Kwellin Capt. F. McGarity will leave on Monday, June 18, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

CHEFOO & TIEN-TSIN.—The Str. Anping, Capt. W. R. Wallace will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAUWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Steamer Shuntien Capt. Northcombe will leave from the French Bund on Tuesday, June 19, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

ANTUNG.—The China Navigation Co.'s Steamer Wenchow Captain A. McDowell will leave on Wednesday, June 20, at 11 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

WEIHAUWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Steamer Tungchow, Capt. McIntosh, will leave from the French Bund on

Saturday, June 23, at 10 a.m. For Freight or Passage, apply Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage, Tel. No. 401.

TIEN-TSIN and DAIREN via TSINGTAU.—The Steamer Keelung Maru, Captain E. Kamiashi, will be despatched from the C's Yangtsepooh wharf on June 27. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

For Foreign Ports

TACOMA & SEATTLE, CALLING AT VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.—The str. Mexico Maru, Captain T. Yamaguchi, will be despatched from on June 27, at 10 a.m. Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the Customs jetty for conveyance of passengers and mails to the steamer, at the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234, 4047.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangkwan, Capt. C. B. Conley, will leave on Sunday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Co.'s Str. Taise Maru, Captain S. Hongoh, will be despatched from pootung N.K.K. wharf on Monday, June 18, at about 12 o'clock midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund Tel. No. 3256.

HANKOW and PORTS.—The Str. Kiangyu, Capt. J. Carlson, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s Str. Luenho tons 2868 Capt. Jackson, will leave on Monday, June 18, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers, Tel. No. 240.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s Str. Suwo tons 2071 Captain Sellar, will leave on Tuesday, June 19, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers, Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Luenyi, Capt. Fraser will leave from the French Bund on Tuesday, June 19, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Co.'s Str. Fengyang Maru, Captain S. Takano, will be despatched from N.Y.K. wharf on Tuesday, June 19, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund, Tel. No. 3256.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Nankin Capt. P. Newcomb will leave from the French Bund on Wednesday, June 20, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tatung, Captain C. C. Williams, will leave from the French Bund on Friday, June 22, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Wuchang Captain Pickard, will leave on Saturday, June 23, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

For Southern Ports

FOOCHOW.—The Str. Haen, Capt. F. H. Wallace, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R., will leave from the French Bund on Monday, June 18, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sanning Captain W. L. Jones, will leave from the French Bund direct for the above ports on Tuesday, June 19 at 10 a.m. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Str. Shantung Capt. Meathral, will leave from the French Bund direct for the above ports on Thursday, June 21, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. Kohoku Maru, Capt. K. Saito, will be despatched from the Co's pootung wharf on June 25, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. Taiichi Maru, Capt. H. Ueda, will be despatched from the Co's Yangtsepooh wharf on July 2, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

HONGKONG.—The Steamer Canada Maru, Capt. T. Suruga, will be despatched from the Co's Yangtsepooh wharf on July 5, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty at the same day. For Freight or Passage apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

C. N. C.

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*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sanning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports. Sailing from the French Bund every Tuesday, Thursday and Sunday.

For TIEN-TSIN and PEKING via WEIHAUWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers. For further particulars regarding passage, money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Fochow Road.

BUTTERFIELD & SWIRE.

Freight: Telephone No. 77.

Passage: Telephone No. 401.

Agents, 31-33 French Bund.

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Operating the new first-class steamers "Ecuador," "Venezuela" and "Colombia" 14,000 tons each TO SAN FRANCISCO VIA KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe SAILINGS FOR SAN FRANCISCO.

S.S. "Ecuador"	June 23, 1917
S.S. "Colombia"	July 21, 1917
S.S. "Venezuela"	Aug. 18, 1917
S.S. "Ecuador"	Sept. 15, 1917

SAILINGS FOR MANILA.

S.S. "Colombia"	June 26, 1917
S.S. "Venezuela"	July 25, 1917
S.S. "Ecuador"	Aug. 23, 1917
S.S. "Colombia"	Sept. 22, 1917

(Subject to change)

These steamers have the most modern equipment, including overhead fans in all staterooms, which contain no upper berths. One and two-berth staterooms only.

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O. S. K.

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AMERICAN LINE

(For Tacoma and Seattle, Wash.)

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimizu, Yokohama and Victoria, B. C.

"MEXICO MARU" ... (12,000 tons) Capt. T. Yamaguchi June 26, 27

(For Hongkong)

"CANADA MARU" ... (12,000 tons) Capt. T. Suruga July 4, 5

CHINA COASTING LINE

For Tientsin and Dairen via Tsingtau

"KEELUNG MARU" ... (1,569 tons) Capt. T. Kamiashi June 25, 27

For Foochow, Keelung and Takao.

"KOHOKU MARU" ... (2,610 tons) Capt. K. Saito June 23, 25

"TAICHI MARU" ... (1,201 tons) Capt. H. Ueda June 30, July 2

The Company also run numerous steamers from Japan to India, South America, Australia, China, Korea, Vladivostok, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:

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Manager, Union Building, 4 The Bund.

Tel. Address: SHOSEN, SHANGHAI Tel. No. 4047, 4234.

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Corner of Peking and Yuen Ming Yuen Roads,
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SEMI-TROPICAL ROUTE.

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SAILINGS FROM SHANGHAI

(Subject to alteration.)

EUROPEAN LINE.

For London or Liverpool via Hongkong, Singapore, Malacca, Penang, Colombo, etc.

	Tons	
KAMO MARU	16,000	June 20
KASHIMA MARU	19,000	June 29
MISHIMA MARU	16,000	July 8

NEW YORK via PANAMA.

TOYAMA MARU 15,000 June 21

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

SHIDZUOKA MARU	12,500	Capt. J. Noma,	June 26, 1917
INABA MARU	12,500	Capt. K. Higo,	July 21, 1917
YOKOHAMA MARU	12,500	Capt. T. Terada,	Aug. 6

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

CHIKUGO MARU	5,500	Capt. Y. Yui,	June 19
YAWATA MARU	7,000	Capt. K. Yasuhara,	June 23
HAKUAI MARU	5,000	Capt. K. Takano,	June 26
YAMASHIRO MARU	7,000	Capt. K. Sudzuki,	June 30
OMI MARU	7,000	Capt. M. Machida,	July 3

Kobe to Seattle.

AWA MARU	12,500	Capt. K. Hayashi,	July 13
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SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KASUGA MARU	7,000	Capt. S. Saito,	June 21
KUMANO MARU	9,500	Capt. S. Saito,	June 28

FOR JAPAN.

SUWA MARU	21,000	Capt. T. Sekine,	June 22
SHIDZUOKA MARU	12,500	Capt. I. Noma,	June 26

FOR HONGKONG.

INABA MARU	12,500		July 3, 1917
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AUSTRALIAN LINE.

Regular Four-Weekly Service between Japan and Australia (calling at Hongkong and Manila.)

TANGO MARU	14,000		June 19, 1917
NIKKO MARU	10,000		July 17, 1917
AKI MARU	12,500		Aug. 14, 1917

CALCUTTA LINE.

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

NIKKO MARU	14,000		June 19, 1917
AKI MARU	12,500		Aug. 14, 1917

BOMBAY LINE.

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information, apply to T. IZUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

Tel. No. 2739.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

000 = Midnight, 1330 = 130 p.m.

September 1st, 1916, and until further notice

Local	Mail	Express	Miles	Peking-Mukden Line	Local	Mail	Express
101	101	101	0	dep. Peking	102	102	102
208	208	208	84	arr. Tientsin-Central	209	209	209
234	234	234	84	dep. Tientsin-Central	235	235	235
236	236	236	84	arr. Tientsin-East	237	237	237
238	238	238	84	dep. Tientsin-East	239	239	239
240	240	240	84	arr. Mukden	241	241	241
242	242	242	84	dep. Mukden	243	243	243
244	244	244	84	arr. Tientsin-Central	245	245	245
246	246	246	84	dep. Tientsin-Central	247	247	247
248	248	248	84	arr. Tientsin-East	249	249	249
250	250	250	84	dep. Tientsin-East	251	251	251
252	252	252	84	arr. Mukden	253	253	253
254	254	254	84	dep. Mukden	255	255	255
256	256	256	84	arr. Tientsin-Central	257	257	257
258	258	258	84	dep. Tientsin-Central	259	259	259
260	260	260	84	arr. Tientsin-East	261	261	261
262	262	262	84	dep. Tientsin-East	263	263	263
264	264	264	84	arr. Mukden	265	265	265
266	266	266	84	dep. Mukden	267	267	267
268	268	268	84	arr. Tientsin-Central	269	269	269
270	270	270	84	dep. Tientsin-Central	271	271	271
272	272	272	84	arr. Tientsin-East	273	273	273
274	274	274	84	dep. Tientsin-East	275	275	275
276	276	276	84	arr. Mukden	277	277	277
278	278	278	84	dep. Mukden	279	279	279
280	280	280	84	arr. Tientsin-Central	281	281	281
282	282	282	84	dep. Tientsin-Central	283	283	283
284	284	284	84	arr. Tientsin-East	285	285	285
286	286	286	84	dep. Tientsin-East	287	287	287
288	288	288	84	arr. Mukden	289	289	289
290	290	290	84	dep. Mukden	291	291	291
292	292	292	84	arr. Tientsin-Central	293	293	293
294	294	294	84	dep. Tientsin-Central	295	295	295
296	296	296	84	arr. Tientsin-East	297	297	297
298	298	298	84	dep. Tientsin-East	299	299	299
300	300	300	84	arr. Mukden	301	301	301

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 = train runs on Thursday only. 230 = train runs on Fridays only.

300 = on trains marked thus passengers must hold additional place tickets.

B = train has buffet car with regular meal service

S = train has sleep. accom. 1st & 2nd class. S = train has only 1st class sleep. accom.

Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tientsin, Tientsin, or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, September, 1916.

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News Brevities

No matter what a man's opinions may be regarding the "dry or wet" question, he has only to go to Sullivan's—alone or accompanied—to realize that an American Soda Fountain is a most alluring provider of things liquid. During the hot weather, for instance, what could be nicer than an "egg malted milk?"

A private message received in Manila by a commercial house announces that the Federal Shipping Board has appointed the Pacific Mail Steamship Company and the Robert Dollar Steamship Company to act as agents for the board in the handling of the German interned ships which the board will decide to use in Pacific waters for freight purposes.

The Men's Total Abstinence League will hold a general meeting of members on Tuesday, at 5:30 p.m., at the rooms of the American Bible Society, 73 Seehuen Road. Men total abstainers who have not yet joined the league are invited. The committee's report will be presented, officers and committee elected and the treasurer's statement dealt with.

A wireless message received at Dairen, on the 10th inst., from the O.S.K. Osaka-Dairen liner, Kagi Maru, states that the steamer, while sailing along the southern coast of Chosen, fell foul of a sunken rock off Taro Island, in a fog and sustained slight damage. She temporarily took refuge in a recess of the Shonan Group, in the neighborhood of the extent of the damage was examined. It was found that her hold No. 1 had got flooded, but that the leak sprung could be coped with by pumping. As soon as the fog lifts, she will resume her course for Dairen, where she will undergo closer inspection of her damaged hull and cargo.

News has been received of the death in action of Mr. Gerald Samuel, son of Sir Marcus Samuel. Mr. Samuel came out to Shanghai four years ago, as managing director of Messrs. Samuel and Co. and is now in the service of the British Consulate.

The Rev. E. C. Lobenstein will preach the baccalaureate sermon for the graduating class of the Shanghai American School at the American Song Service to be held at the Palace Hotel, fifth floor, at 5 o'clock this afternoon. There will be social music by the school students.

One thousand piculs of rice have been ordered by the Chekiang military authorities from Shanghai-merchants. The day of delivery is now due, but they have failed to take delivery.

A periodical on Chinese Socialistic activities will soon be published, under the auspices of the Chinese Socialist Party. About a thousand old members enrolled upon the re-organization of the party.

General Tsen Chun-huan, the well known Kuomintang leader, has left this city, with more than a hundred members of his party, for Hankow. It is understood that he will organize provisional headquarters there and make the city the center of activities for the southern and western provinces in their expedition against the rebellious Tsuches.

ASTOR HOUSE HOTEL, TIENTSIN.

Cable Address:

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Spacious and Luxurious Dining and Reception Rooms. Comfortable Bedrooms with Bath; Double, Single or En Suite.

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Central Heating, Electric Light, Modern Sanitary Arrangements.

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Sam Joe & Co.

General Storekeepers, Grocers, Wine and Spirit Merchants.

Our goods are always absolutely fresh, being imported weekly from well-known manufacturers. "American" fresh fruit always in stock.

PRICES VERY MODERATE. PROMPT ATTENTION GIVEN TO ALL ORDERS.

Orders from outposts and the interior are carefully packed, and all breakages will be promptly made good.

All kinds of Chinese and Japanese coal sold by us also.

A1114 Broadway

Telephone No. 1095.

SHANGHAI.

Cuban War Mission Visits National Capital



In addition to the French and British war missions, a delegation recently arrived from Cuba to discuss with Government officials the participation of Cuba in the world war. Left to right, those in the

photograph are: Captain C. S. Harvey, United States Cavalry; Ensign Jose Vandesquith, Captain Alberto de Carriarte Velasquez, Captain Ernesto Tavio Espinosa, of the Cuban navy; Colonel Jose Martiny

Zayas Bazan, chief of staff of the Cuban army and head of the Cuban Commission; Lieutenant-Colonel Edmundo Wittenmayer, military attaché U. S. Legation in Havana, and Lieutenant J. M. Lemana, of the Cuban army.

Debut Of The Greyhound

That Shanghai's transportation problem will be effectively and permanently solved by the introduction of a new and inexpensively operated motor car is the consensus of opinion among local automobile men today. This opinion was given expression yesterday when it was announced that Gaston, Williams and Wigmore, Far Eastern Division, Inc., Importers and Exporters, of Shanghai, have en route to Shanghai a shipment of Greyhound automobiles, manufactured by the American Motor Vehicle Company of Lafayette, Indiana.

The Greyhound cars, it is said, are prepared with runabout and light delivery bodies, and will undersell motorcycles of equal carrying capacity. The car has a wheel base of 86 inches, and a tread of 36 inches. This makes it an admirable one for crowded traffic, or where quick and accurate handling of a motor car is necessary.

In Shanghai, where the transportation of merchandise is considered a problem, it is believed the car will have a warm reception at the hands of the merchants. The question of personal transportation, second only to that of merchandise, is also said to be eliminated by the Greyhound. The

initial cost of the car, an item that has held many of the smaller merchants to the use of horses, or even rickshas, has been placed low enough to be within the reach of all. In keeping with this, the operating and maintenance costs are low.

In describing the Greyhound, the local agents stated, "The cars average between forty and fifty miles on a gallon of gasoline, and because of their lightness, are economical in tires and other equipment subject to heavy wear and tear. Each car will carry two passengers with comfort. It is simple of operation, and can be handled anywhere, by anyone. It will pass through any double door, and may be kept by the merchant in his store, or on the premises, thus eliminating garage storage expense."

"Two or three times in the history of motor building, revolutions have been effected by the introduction of new designs on the market. One of these familiar to persons in all walks of life, was that of the Ford car. Automobile men here believe that a similar revolution will be witnessed in Shanghai when the new Greyhound car makes its debut on the local market."

Washington In Wartime

In these days nobody would be allowed to fly about over the City of Washington in a real airplane, but you must make such a flight figuratively to get an aviator's eye view of a great enterprise as a whole, rather than the confusing, discouraging, and altogether misleading partial view that is revealed by the half glimpses from the outer vestibule of any one of the scores of departments and bureaus. The flight may be taken day or night or on Sunday, for there are no holidays, no days or hours off for the officers of the Government and the volunteer workers who are helping them.

You must imagine that the roofs are transparent, revealing in one picture the entire works of a great country at war, with the White House at the center, with the War and Navy and all the other Cabinet Departments and the National Council of Defense in a close circle about it, and then many other circles, all of the one center, including scores and hundreds of activities covering every immediate and remote phase of war. In this way you will get the radii connecting that center with every part and so realize that there is a big plan, and that the plan as a whole is working despite blunders and delays. The blunders stay in the picture, too. They do not even cease to be blunders which may cost the country a toll of lives and money and time, but they cease to be the whole thing or even a large part of the whole—and this is the biggest thing in the history of this nation, all of whose previous great enterprises have also had their accompanying blunders.

When you shall take this imaginary air journey above the roofs of the Capital depends upon yourself and your emotions. It comes to each one with the individual awakening to the fact that the war is real, that America is in it, and that grumbling and un-intelligent, jealous criticism of which there is such abundance in Washington, will not win it.

The other day Jan Malcolm of the Balfour party was explaining to a

small group of correspondents at the Hotel Shoreham how the British had gone about the work of finding the wounded and identifying the dead. He was doing this that the American people might know how to find their wounded and identify their dead in a little while. No man could have been better qualified for this task than Malcolm. He had spent nearly three years at the work. He himself had lifted many a dead arm or foot or turned back the collars of many uniforms in search of the identifying tag that was too often missing early in the war, when soldiers parted with these things as souvenirs. He told of the finding of many bodies thrown together under scant covering of earth and revealed by the plows and the harrows after the German retreat from the Marne when the time came again for the cultivation of the grain fields of France. When necessary he spoke of the enemy, but never as the Huns or the Boches, always as the Germans, without adjectives, without bitterness. The restraint of the man made his narrative the more tremendously impressive. He spoke of the dead French and British soldiers of the last three years and of the dead American soldiers of the next one, two, three years (who knows?) as one man tells another of the death of his boy.

It was only an incident of Washington in wartime one of the score of things that the British and French delegates were telling the Americans in the same hour, but it was the incident that finally made the war real to at least one listener, something that columns of statistics of the dead and the magnitude of a seven-billion-dollar war bond issue had failed to do. His top-lofty notion that his American citizenship needed no badge or label vanished, and he sought for himself one of those metal flags for the lapel of his coat.

And the next day there was another incident—the appearance of Joffre and Viviani in the House of Representatives. The newly awakened man had the whole thing dramatized and made

real for him for all time by the fire of the French statesman's speech to the American Congress, not a word of which he could understand. It was not necessary. He hesitated to read the translation of the speech the next morning for fear of losing something of what the delivery of it had meant to him. But he did venture and learned that he had heard Viviani say:

"It has been sworn on the tomb of Washington. It has been sworn on the tomb of our allied soldiers, fallen in a sacred cause. It has been sworn by the bedside of our wounded men. It has been sworn on the heads of our orphan children. It has been sworn on cradles and on tombs. It has been sworn."

So it is that for every one in Washington, or the whole country for that matter, there has come or will come the little thing which, for him or her, is the big thing, the incident that puts him into the spirit and reality of the war, whether he has traveled all the way from overseas pacifism or from the halfway house of doubt and indifference.

But having once arrived, the man sees things differently. He can take the imaginary air journey and then resume his rounds of the departments and bureaus on foot with the assurance that at each of them there is a good deal more than the confusion and cross purposes and delays, both real and apparent. He can listen to and sympathize with the hollow-eyed inventor, worn and weary after hours of waiting in vain in an outer office, without believing all that the inventor has to say about the stupidity of the Government and the refusal of its underlings even to look at a device which would end the war in a fortnight.

The inventors are the most pathetic persons in Washington, and they are numerous. They are old and young and middle-aged. These dreamers, who are so sure that they have much to give, are almost as much in evidence as the hundreds and thousands who are at the capital hoping there is something to get a job or a contract or some sort of a title that will read well in a Who's Who of the War. The inventors may be divided roughly into three classes: those with sure devices for destroying submarines, those with sure devices for protecting ships against the submarine torpedoes, and those with miscellaneous contrivances. It is impossible for all of them to get hearings before the boards or individuals who have authority to pass upon the value of what they have to offer. So they sit and wait and hope for days. Then they sit and wait without hope till their money gets too low even for the furnished room houses to which they have moved, as a precaution, after the first buoyant days at the hotel with room and bath and cheerful breakfasts eaten in alcoves built on the expectation that, after all, it will be the things they have invented that will make the world safe for democracy. They have the very blueprints of those things in their pockets. They study them for the thousandth time after consulting the breakfast menu, and then furtively turn them face down on the table when the waiter comes with the strawberries and cream.

It is one of the unavoidable tragedies of the situation that each inventor can not have the opportunity to tell his story. But it is impossible. They will not reveal their precious secrets to doormen and clerks, and they can not get by doormen and clerks without telling what it is all about. So after a time they go away, while as many more come to take their places in the vestibules, and they alone with their wives and children will ever know what the country has lost. No doubt the country does lose much that is

good; the price it pays for not wasting time on much more that is worthless. But some do get by the outer barriers, by chance or accident, with something worth while. Then it is a case of lucky inventor, lucky Government. The other day, for example, a mechanic arrived in Washington with a working model of the thing he had invented. Fortunately he did not have to wait for his happy chance. He had no money for a lodging, just enough for his fare to Washington and back. He had put everything else he had into the making of his model. It was a good model for a much-needed thing which nobody else had thought it possible to devise. The Government took it and is working on it, confident that it will be a big factor in nullifying one of the greatest dangers of the Allies.

There are the inventors of theories and philosophies, as well as those with the ideas to be expressed in terms of machinery or electricity or gas or explosives. The inventors of theories are to be found, for the most part, in the fringe of the group that cannot invent sufficiently good excuses to get into the Department of State. They have ways of their own to end the war, even now, by diplomacy or by offering to the world such hitherto undreamed of schemes of just government with the full consent of the governed that the Kaiser himself would convert his personal swords and those of the Crown Prince into plowshares, could he only be informed of the matter through the proper channels.

It is the loud complaining of those who can't squeeze in to give or get something that creates the false notion that all who are in are failing to do what should be done, that "Washington is acting as if we were at peace," that "The Government is paralyzed," that "It would be very different under Teddy." The quotations are from the conversations you may overhear any time in the street cars, at the hotels, the clubs, and on the trains to and from Washington.

But that this notion is false is revealed to anybody who, by sufficient persistence and with a sufficiently good errand, does get by the barriers, after taking the first trench, which is the "closed to visitors" sign on the door of every department building. It should read "closed to sightseers," for that is what it means. If you are not a sightseer, and have real business, you may get escorted to the secretary of a Secretary, flanked by a soldier with his rifle on one side and a civilian watchman of the building with a pistol in his belt on the other. Again, if you have luck, the secretary spelled with a small letter will tell you that you can see the Secretary spelled with a large "S" at such an hour after tomorrow.

When that time comes you get near enough to the heart of things to know that the United States Government is doing a tremendous work, and when you have passed enough "closed to visitors" signs to enough bureaus and departments, you begin to realize that they are becoming more and more closely linked together for the common purpose, that this tremendous work has a slowly perfecting plan big enough to match it, that the United States is not only getting its ponderous machinery into motion for the raising of a million, perhaps two millions, of soldiers, but that it is listening at the same time to what Mr. Malcolm says about the care of these soldiers when they are wounded or dead, that it is trying to do and is doing the thousand and one military and non-military things that must be done if America is to perform that which has been sworn on the tomb of Washington.

Music For Monday

The following program will, weather permitting, be played by the Band in the Public Garden tomorrow, beginning at 5:30 p.m.

1. March—"Pomp and Circumstance".....Elgar.
2. Overture—"Le Toredor".....Adam.
3. Waltz—"Jolie d'Almer".....Berard.
4. Selection—"Princess Ida".....Sullivan.
5. (a) Waltz—"Reponse".....Berger.
- (b) Gavotte—"Muriel".....Amillon.
6. Selection—"Alzira".....Verdi.

A. de Kryger, Conductor-in-charge.

Siccawei Weather Report

15.—Situation unchanged since yesterday; anticyclone at the Bonin Island, system very extensive of low pressures in China. Fog and copious rain on the Lower Yangtze (6.12 since Thursday). Light and variable breezes on the coast.

Business and Official Notices

NOTICE OF REMOVAL

The NORTH CHINA INSURANCE COMPANY, LIMITED, will occupy their new premises at No. 7 KIUKIANG ROAD from Monday, June 18th.

Telephones:—
SecretaryCentral 1957
Marine Department...Central 115
Fire DepartmentCentral 1944
Shanghai, 16th June, 1917.

LOST

Native Bank Order, No. 8487, for Tls. 164.50, due on the 20th inst., issued by China Yuen Bank (永裕莊).

The above having been declared null and void at the said Bank, the Public is hereby warned against accepting or negotiating the same.

SIN SHUN TAI & CO.
新順泰號

SHIPBUILDING

OF NEW WOODEN STEAMERS, CONSTRUCTED according to specifications and deliverable within SIX MONTHS. For particulars, etc., Please apply to C. A. MARTINHO MARQUES, 96 Szechuen Road. Tel. No. 380.

NOTICE

On and after June 18, 1917, the Toyo Kisen Kaisha (Oriental S. S. Co.) will be located in their permanent quarters on First Floor—North China Insurance Company, Limited, Building, No. 71 Szechuen Road, Phone 3229.

T. N. ALEXANDER,
Agent.

GOOD PRICES can be obtained at Auction and Private Sale for Rugs, Curios, in fact any Chinese Merchandise Suitable for use or ornaments by Public of Baltimore. Communicate, sending Samples, E. T. Newell & Company, 519 N. Howard Street, Baltimore, Maryland.

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, always pure, and always gives satisfaction.

"Meadow" Brand

An excellent Butter for table or cooking.

TASMANIAN "I.X.L." JAMS & FRUITS

Finest quality—made from only the finest selected fruit and pure cane sugar.

TO BE OBTAINED OF ALL STOREKEEPERS.

FINEST CANADIAN CHEDDAR CHEESE in 8 lb. rounds.

BUTTON'S CELEBRATED AUSTRALIAN "PINEAPPLE" BRAND BACON.

Imported by
GEDDES & CO., LTD.
Tel. 346. 5 Peking Road.

Business and Official Notices are Continued on Page 17

We hold large and complete stocks

WINE AND SPIRITS

and are in a position to supply

The Trade With Quality

Exceptionally Low Rates

Correspondence Solicited

GARNER, QUELCH & CO.

WHOLESALE IMPORTERS

Yuen Woo Tai & Co.

Wholesale and Retail Dealers

Tel. No. North 3127.

C-217/218 Corner of Woosung and Quinsan Roads, Hongkew.

Opening June 15th, 1917

Bakers, Tobacconists, Wine and Spirit Merchants, Provision Suppliers.

Order Books will be sent on application.

Prices moderate.

NOTICE

In view of repeated inquiries which have been made to the undersigned, notice is hereby given that the parties whose names were mentioned in the recent Mixed Court case as Wm. Katz and A. Katz are not, and never have been, in any way connected with the firm of Wm. Katz and Co., which has been established in China for more than a decade, and the present location of which is at 1a Jinkee Road, Shanghai.

W. KATZ & CO.,
(Signed) W. KATZ.
Shanghai, June 14th, 1917.

War Loans Investment Trust of Malaya.

(Incorporated in the Federated Malay States)

CAPITAL \$6,000,000

In shares of \$10 each (Straits currency full paid)

THE Shares bear interest at the rate of 6% per annum which together with repayment of capital in full on liquidation is guaranteed by the Government of the Federated Malay States. Interest accrues from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July. Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by, any of the following Banks.

The Chartered Bank of I. A. & China,
The Hongkong & Shanghai Banking Corporation,
The Mercantile Bank of India, Ltd.

ZUNG LEE & SONS, (W. Z. Lee & Sons, Est. 1895), BROADWAY, SHANGHAI

METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

ANTIMONY REGULUS.

(99% pure)

ALWAYS IN STOCK.

Apply, HUPEH GOVERNMENT MINING BUREAU, WUCHANG.

Tel. address "HUPEHMIN"

KNAPP & BAXTER, INC.

IMPORTERS OF

AMERICAN PRODUCTS

6 Kiukiang Road, Shanghai, China

Phone: No. 1860

Chinese Dept. No. 1625

Ten Years' Anniversary Cheap Sale

35% discount

Two weeks only, from June 5th to June 19th, 1917.

Jadestones, Jewellery and Silverware.

SING FAT CO.

48A Kiangse Road.

Co-operation and assistance of

Thomas Sammons, U.S.A. Consul-General.

AMERICAN RED CROSS CONCERT

Olympic Theatre, 3rd July, 1917.

MISS BESSIE ABBOTT

One of America's most Brilliant Prima Donnas.

After being advertised for a few days only, Miss Abbott's name was successful in drawing to a similar concert given by her in Manila, upwards of 2,000 persons. The Governor-General of the Philippine Islands gave his patronage to the concert, and cabling here in reference to it, sends his high recommendation of Miss Abbott.

Tickets now on sale

Plan at Moutrie's

not over \$40

PROCTOGRAPHES

Writing up to \$1,000 at \$20, up to \$2,000 at \$40

Tel. 4778

THE OFFICE APPLIANCE CO.

4 Canton Road, Shanghai

SUMMER SUITS

Hand-tailored, American Styles for hottest weather. White Serge, Shantung Silk, White Drill, Flannels Hard Woven, Hard Wearing Material.

Thom Shing, Tailor

G19 Tiendong Road, near Broadway.

When you think of China's Richest Province,

Think of Szechuen,

and you will also

Think of

WIDLER & CO.,

Chungking, West China.

Born 1915—Still Existing

MUNICIPAL NOTIFICATION

No. 2435.

7% (SHORT TERM) LOAN 1917.

UNDER the authority of Resolutions V and VI passed at the Annual Meeting of Ratepayers on March 21, 1917, the Council hereby invites applications for debentures in the 7 per cent Loan of 1917.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year. They will be issued at par and will be redeemed on June 30, 1922.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from The Treasurer, Finance Department, 24b Kiangse Road, to whom all enquiries should be addressed.

By order,

N. O. LIDDELL,
Acting Secretary.

Council Room, Shanghai, March 22, 1917.

NOTICE

Dr. Street has removed his Consulting Rooms to the International Bank Building, No. 2a Kiukiang Road. Telephone 2015.

Shanghai, June 15th, 1917.

The Kailan Mining Administration

NOTICE

As the financial year of the Administration ends on the 30th instant, it is particularly requested that Creditors will present their accounts for payment ON OR BEFORE THAT DATE.

MEDICAL

MADAME MIZKIEWITZ. Accoucheuse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.

MISCELLANEOUS

AUTOMOBILE WANTED to hire for three months. Price must be reasonable, consistent with security; guarantee best of cars. Apply to Box 206, THE CHINA PRESS.

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road, opposite West End Lane.

APARTMENTS

TO LET, one large unfurnished room, with bathroom, in Range Road. Apply to Box 197, THE CHINA PRESS.

WESTERN: In most comfortable residence, two paying guests wanted. Fine tennis court, good table. Charming locality. Apply to Box 195, THE CHINA PRESS.

TO LET, about middle June, one nicely furnished room, Western district, with board. Apply to Box 194, THE CHINA PRESS.

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.

Tel. 3482

Nos. 8 & 11 Quinsan Gardens

Phone 1946

One small bedroom vacant, with all comforts.

TO LET for the months of July, August and September, a furnished flat of three rooms, centrally situated and within two minutes of The Bund. Every convenience. Apply to Box No. 207, THE CHINA PRESS.

TO LET, with board, well-furnished balcony room with bathroom. Suitable married couples or bachelors. Terms moderate. 12a Quinsan Gardens.

WESTERN DISTRICT. To let at 61 Carter Road, in exceptionally cool house, superior furnished, large bed-sitting-rooms, facing south, large verandahs and bathrooms attached, single or en suite; also one smaller room, garden, tennis, telephone, tram station. Excellent cuisine. Terms moderate.

TO LET, central, two good, cool, well-furnished bedrooms, with excellent board, modern bath and lavatory. Lift and phone. Very reasonable terms. Also one good attic room. Apply to Box 177, THE CHINA PRESS.

TO LET in Western district, one large well-furnished room, facing south, suitable for married couple or two bachelor friends; also single room; hot and cold water, telephone, stabling. Apply to Box 179, THE CHINA PRESS.

TO LET, 6 and 7 Quinsan Gardens, one large attic and 2 single rooms, table excellent, service good. Charges moderate.

TO LET, in select central boarding house, a large cheerful south bedroom, well-furnished; good board and service. Lift and phone. Very reasonable terms. Apply to Box 200, THE CHINA PRESS.

TO LET, near Bund, a well-furnished attic-bedroom, with excellent board and attendance, telephone and lift. \$70. Apply to Box 201, THE CHINA PRESS.

Exchange and Mart

WANTED: Second-hand automobile. Address all replies to Box No. 205, THE CHINA PRESS, giving full details, viz.: make, model, age and number of miles your car has been operated.

NEW-COMET: For sale, 2 1/4 horse-power motor-cycle, single cylinder, free-engine, in perfect running order, bargain. For particulars apply to Box 203, THE CHINA PRESS.

RICSHA: Good condition, newly painted, for sale. Apply to 14 Lee Chong Ching Dong Private Road, off Sinza Road.

FOR SALE, "Yale" motor-cycle, first-class running order, 7 1/2 h.p., Bosch magneto, two cylinders, free engine. On view at Wong Ah Zai Garage, No. P512-4 North Honan Road. Tel. No. North 465.

SITUATIONS WANTED

HIDES expert, Allied, aged 33, of good education, well acquainted with European markets, open for engagement. Apply to Box 193, THE CHINA PRESS.

STENOGRAPHY: Young man (Ally), wants stenography and typewriting work after office hours. Efficient, reliable, confidential. Good correspondent. Apply to Box 196, THE CHINA PRESS.

OFFICE MAN of experience, holding responsible position, wants extra work after office hours and lots of it; no work too complex to handle; no position too small to consider or accept; to either one of which I promise true devotion, and to him who favors me with his confidence, I shall be unremitting in my labours to compensate. Apply to Ally: THE CHINA PRESS.

HOUSES TO LET

TO LET, for 4-5 months, residence in Western district, six furnished rooms, tennis court, vegetable garden, garage, at Tls. 100 per month. Apply to Box 198, THE CHINA PRESS.

TO LET, five-roomed house, small garden, two bathrooms, stable. Tls. 80 per month. China Realty Co., Ltd., 39 Nanking Road.

EDUCATIONAL

ENGINEERS WANTED: We can train you for a position as civil engineer, electrical engineer, draughtsman, surveyor, dynamo station superintendent, or manager of works. The demand for good men exceeds the supply. We can train you for any of these positions during your spare time without leaving your present work. Send to the American School of Correspondence, 34 Nanking Road, for bulletin and free particulars.

UNIVERSITY graduate, experienced, reliable and painstaking, seeks position in private tutoring or any other capacity. A-1 references. Apply to Box 199, THE CHINA PRESS.

SITUATION VACANT

WANTED: First-class stenotypist, male preferred. Apply by letter, stating age, nationality, previous experience, and salary expected, to The China Import and Export Lumber Co., Ltd.

WANTED to buy, small boiler for about 80 lbs. working pressure. Apply to Box 204, THE CHINA PRESS.

FOR SALE, two-cylinder, 12 h.p. boat motor, 16-inch propeller, magneto, Mex. \$225. 16-inch reversible propeller and 10 ft. shaft \$100. One chain hoist. 800 pounds American putty. Write T. M. Wilkinson & Co., Foochow, China.

IF you want extra keys made for your Yale Locks call at 39 Nanking Road.

FOR SALE: Thorough-bred, pedigree, brindle color, Bull dog bitch, about 20 months old, by Newington Marvel, Champion of Australia, and Lady Molly. In first class condition. Apply No. 3 Minghong Road.

AUTOMOBILES

SHANGHAI, SUNDAY, JUNE 17, 1917

BATTERY MUST HAVE ITS 'DRINK' REGULARLY

Filling Once a Week And Frequent Testing Prevent Many Ills

"Every automobile owner recognizes the fact that unless he oils his motor regularly and keeps his radiator filled for cooling, his engine is going to 'burn up' and refuse to do its work," says a New York battery service expert. "Also, he realizes that unless the gears and bearings are lubricated periodically they will surely be put out of commission in short order. Therefore he supplies oil and grease to the mechanism and water to the radiator in a regular way as a matter of course."

"It is a peculiar fact, however, that many of these same motorists absolutely ignore the storage battery until it dies an unnatural death. They seem to look upon it as an inexhaustible 'magic box' which in some way is supposed to take care of itself."

"As a matter of fact, it requires as careful and regular attention as the rest of the car, and if accorded this attention most battery ills would be prevented."

"Storage batteries are like human beings in that they must have 'food' and 'drink' regularly or they will weaken and their lives be shortened. By 'food' is meant the current which must be put back by the generator. Generators are designed to meet average driving conditions. Often in city driving, where the starter is used frequently and short trips made, the generator does not recharge the battery in proportion to the current discharge demanded. On the other hand, long and fast cross-country driving with little use of the starter and lights overcharges the battery, which hastens evaporation of the water in the cells."

"Regular inspection will tell you the condition of your battery. If it is undercharging the specific gravity of the electrolyte will be 1.250 or less; if it is overcharging it will be over 1.300 and the battery will show signs of excessive heat and spraying."

"The most common abuse of the battery, and one of the most ruinous, is allowing it to go 'dry.' The electrolyte solution must always

completely cover the plates in all cells. In order to maintain the proper level and mixture of the solution distilled water must be added regularly—once a week in warm weather, to replace the water which has evaporated. The acid does not evaporate, therefore, none must be added—replenishing of the distilled water brings the solution back to the proper mixture. This is just as important as adding lubricating oil to the oiling system. If it is not done something is bound to happen."

Stearns-Knight Car

The Shanghai Horse Bazaar and Motor Co., Ltd., have received a shipment of Stearns-Knight Cars which they claim is the ideal family automobile for Shanghai, the upkeep expenses being very small, and depreciation a negligible quantity. There are no carbon troubles with this car, and it is stated that carbon actually benefits it. Inspection and trial trips may be arranged with the agents.

Sturdy Stearns Knight Engine Cuts Down Guarantee Expense

J. H. Driscoll, manager of the F. B. Stearns Company Used-Car Department, New York, in examining the cost reports of his department for the year ending April 30, 1917, was greatly surprised at the low expense incurred in "guarantee work." This item was fully 75 per cent short of the estimated appropriation, figuring down to about \$10 per car.

This low figure is accounted for by the careful overhauling the cars are given in the Stearns shops before they are sold, and to the sturdiness of the motor and original construction throughout.

The guarantee which the Stearns company gives with used cars is the same as that given with new output. The Stearns company is the pioneer in the automobile field giving these new guarantees with used cars.

FIRESTONE TIRE WORKERS ARE NOW STOCKHOLDERS

Over 11,000 Employees Take Advantage Of Remarkable Offer Made By The Company

An important page of history in American business has just been made by the Firestone Tire and Rubber Company of Akron, Ohio.

With the winding up of the books on the plan of stock distribution inaugurated by H. S. Firestone, president of the company, the records show that over 90 per cent of the employees responded heartily to the investment offer made. Out of 12,500 employees, 11,000 are now stockholders in the company.

This means that they are more than profit sharers, as that term is generally used. The Firestone Company has shown their confidence to the extent that every employee subscribing under this plan immediately becomes a registered stockholder, and as such is entitled to all the privileges of a stockholder.

The sweeping acceptance of the plan by the organization has stirred up the keenest interest among industrial experts because of its strikingly original features.

For example, the stock allotted, approximately \$3,000,000 worth, was distributed on the basis of length of service—not on the usual basis of salary earned. In short, the sweeper or the shoveller got more than the high executive if he had served longer, up to a period of five years. All who had been employed over five years were on an equal basis.

This arrangement meant an adjustment of long time payments to enable those making the lowest salaries to get the maximum amount of stock. Those who wish, of course, can pay for the stock immediately, but the minimum instalment necessary on a one thousand dollar purchase, for instance, is only \$5.00 per month.

This is apparently the first time that a plan has been evolved and put through which in no way discriminates between classes of employees.

The stock was sold to employees at \$100 per share, while the market price quotation is \$145 per share.

The agreement provides that the company shall hold the stock for five years, after which time, if all

paid for, the certificate of stock passes wholly into the hands of the employee, whether he or she remains longer with the company or not.

The plan that sets this new record of united interest between workers and directors in so large an institution was so liberal in its terms that at its very inception an unusual success was foretold for it by Babson's statistical organization.

Mr. Firestone had been working toward this end for a long time. At the annual meeting last fall the directors and stockholders ratified his carefully planned proposition. On January 1 the subscription was opened. On March 8 it was closed. And with its close showing over 90 per cent acceptance, including every division of employees, Mr. Firestone has the satisfaction of having realized a long cherished ideal. He has demonstrated the confidence of his company in its employees. He has demonstrated the employees' confidence in the company and its future.

But Mr. Firestone has done more than that. This plan has established a precedent of broad and deep significance in our industrial relations.

The enviable position of the Firestone Tire and Rubber Company in the business and financial world, its record of safe, sane conservative policies; its growth in seventeen years to a dominating place in the rubber industry; its volume of business, conservatively placed at \$60,000,000 this year. These are the things that give weight and power to this example of providing so largely and so soundly for the workers' interest.

Here genuine recognition of the importance of the individual worker, no matter how large the organization or how elementary the employment may be. It indicates the de-

termination of the Firestone company to produce tire and other products for the public which have in them all the merit that confident, interested, loyal workers can put into them.

It stands to reason that these Firestone workers will have an extra zest in performing their part of building up still further the public good will toward the Firestone organization and its products.

Rarely, if ever, have employees had the same occasion for feeling their responsibility in so large a business because of their own personal interest and the future interest of their families.

They have acquired stock which at time of purchase is quoted at nearly half again what they will pay for it. They have this stock in a company capitalised at \$15,000,000, the certified assets of which run over \$34,000,000, the surplus already listed being \$18,000,000. All of which means that they will profit not only through their work in the future and the company's further growth, but that they profit through their good work in the past.

While the unique liberality of this stock distribution plan is the move of greatest significance to business in general, still it is only the latest achievement of a long program of co-operative measures which form Mr. Firestone's plan as a whole.

Only last year the \$350,000 Firestone clubhouse was opened. About the same time "Firestone Park" was opened, this being an extensive and beautifully situated home building plant.

Then the Rubber City Savings Bank was established near the great Firestone factories.

A fund of \$1,000,000 has been set aside for benefits to employees, including insurance, pensions and the like. These policies and others consistent with them place the Firestone company in a position of leadership in the march of industrial progress. It is an example of what harmony of interests between factory and public can be established and sustained when men of real capacity approach the problem with the right intent.

Cadillac Eight Passes Japanese Army Tests

The Japanese are noted for their thoroughness; also for their craftiness. Both traits were in evidence in a recent test of motor cars made by the army and in which the Cadillac Eight was the only make able to comply with all conditions.

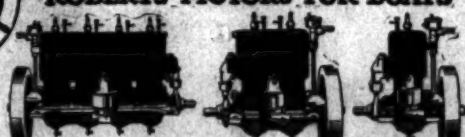
The army desired to make a purchase of motor cars and invited five Tokio representatives of American cars to a competitive demonstration. Each dealer was required to give his demonstration, and when all had finished, the officers in charge asked each one to haul a nearby gun up a

grade which was by no means an easy one.

Three of the dealers declined to compete, admitting that their cars were not equal to the task, the gun weighing two and a half tons. The fourth dealer, with a six, hauled the gun a few feet, when there was a loud creak from the frame of the car, and the dealer retired from the contest.

The Cadillac was then attached to the gun, got it under way in low gear, shifted to second and dragged the gun up the grade.

The Japanese government is already the owner of several Cadillacs which are used for other than army purposes.



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have demonstrated to their world-users that economically patented features, coupled with carefulness in construction, produce as good satisfaction in this motor at a low price, as can be obtained by other high-priced motors. We are open for dealers for this country. Specifications and terms furnished on application. *Roberts Standard Marine Type, 4-16 h.p. Heavy duty, slow speed, 8 h.p.*

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non-skid	43.60	36 x 4 1/2	47.00
plain	41.00		
820 x 120 red top	Tls. 42.40	34 x 4	Tls. 44.60
non-skid	40.15		39.75
plain	48.10		37.50
875 x 105 red top	Tls. 40.25	33 x 4	Tls. 42.50
non-skid	37.85		37.35
plain	35.00		35.60
815 x 105 red top	Tls. 39.00	32 x 3 1/2	Tls. 41.75
non-skid	36.10		40.15
plain	33.20		
760 x 90 red top	Tls. 27.80	30 x 3 1/2	20.75
non-skid	25.25		19.60
plain	21.70		
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non-skid	16.50	non-skid	14.75
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WHAT THE BIG FELLOWS THINK OF WAR AND THE AUTO TRADE

Heads Of Some Of Foremost Concerns Give Opinion
Of Effect In Motor Business

Needs of Government May Reduce Output

By Hugh Chalmers
President Chalmers Motor Company
Detroit, Mich., April 21.—We cannot now foresee any favorable effect of the war upon the industry. If the government should require any number of automobile plants to manufacture munitions or other war products, it would greatly reduce the number of pleasure cars manufactured, but I believe the sales will be equal to the demand during the war period unless something wholly unforeseen should come up to injure the general business of the country.

Forces Gain In Automobile Prestige

By Walter E. Flanders
President Maxwell Motor Car Company
Detroit, Mich., April 21.—Our belief is that the war will have a beneficial influence on the automobile business. It will emphasize the importance of rapid methods of transportation and will bring into prominence the marked advantage of automobiles over other means of getting from one place to another.

Prosperity to Permit No Let-Up in Buying

By Henry M. Leland
President Cadillac Motor Car Company
Detroit, Mich., April 21.—So far as the Cadillac company is concerned, I see no reason why the war should have any appreciable effect on its business.

We have orders on hand covering every car we can build for some time to come, and production is being pushed to the limit. We are constantly placing contracts for material and are planning to maintain and increase production, the same as we have always done.

I do not see any reason why the war will affect the average man's use of his car. With continued general prosperity, of which few have any doubt, there seems to be no reason why people will not continue to buy new cars as they have always done since the inception of the industry.

Packard Head Sounds Note of Warning

By Alvan Macauley
President Packard Motor Car Company
Detroit, Mich., April 21.—I do not think it can be successfully argued

that the war will aid the automobile industry or expand the demand for motor cars. On the contrary, there are good reasons to believe, I think, that this is a wise time for manufacturers to be conservative in planning output.

Public Won't Be Able To Get Enough Cars

By John W. Bates
General Factory Manager Mitchell Motor Company
Racine, Wis., April 21.—Perhaps anybody's guess on this matter would be as good as my own. However, it is my opinion that the demand for automobiles will be equal to the capacity of the builder to provide this commodity, although I fear the automobile builders will have to limit their outputs on account of our government's requiring much material that would otherwise go into the manufacture of motor cars. This, I believe, is going to make a shortage, and the public is not going to be able to get all it may call for.

This is my opinion, at least for this season. What would happen later is very hard to forecast.

War Increases Will Make More Motorists

By J. C. Flowers
President Premier Motor Corporation
Indianapolis, Ind., April 21.—Personally, I feel that the war will tend to increase business rather than depress it. Large manufacturing orders from the government and greatly increased orders from our allies, due to their greatly increased purchasing power as a result of the American loan, will put stupendous sums into circulation, and this money must find its way into the pockets of the public.

Thousands upon thousands of new automobile projects will be created among those who have looked upon the motor car as a luxury beyond reach. Slightly higher prices will prevail, both in the first cost of motor cars and in their operation, but increased money-making power will more than offset this.

The car will greatly stimulate all American industry and thereby make the entire country more prosperous, which means a healthier status for the motor car industry.

WHEN WASHING THE CAR

When washing the car, use hose with slow running stream of water. Let the water soak in well before sponging or wiping it off, using plenty of water. Never use hot water.

Demountable Rims Need Care

The demountable rim is demountable in name only unless it is properly taken care of, says William H. Stewart Jr., president of the Stewart Automobile school. If mud and dirt are allowed to collect between the rim and the wheel they will cause rust, which will grip the rim so tightly that it may take hours to remove it instead of seconds. A few suggestions along this line will be particularly valuable just at this time as this is the muddy season, and matters will get worse until the spring rains are over.

Do not wait until a puncture obliges you to remove the rim, but seize the first opportunity to remove it and break up any adhesion which has already formed. Of course, if you have a spare rim or two you will go over those first. Clean off any rust with sandpaper or emery cloth. Kerosene will soften rust, but it will also cause it. If you use it at all remove it carefully afterward, using gasoline. When the rim is clean and dry it should be painted with special rim paint obtainable at any auto supply store. This is unaffected by rust and will not flake off. It will wear off, however, and so should be renewed in places whenever the rim is removed.

Aluminum paint may be used if you prefer the finish of aluminum. It is nothing but powdered aluminum held together with banana oil. It protects its surface very effectively, and, being a powder, does not flake off. It looks very well at the sides, but is not thick enough to protect the part where the tire touches the rim or the rim rests on the wheel. For this reason a mixture of graphite and shellac is to be preferred. Mix enough graphite with the shellac to give it a good color, thinning it a little with alcohol to make it flow readily. Apply this carefully, letting it dry, and giving it two coats if thought necessary. Give it plenty of time to dry or it will stick and pull away where anything touches it.

Even where no demountable rim is used the rim should have this treatment so as to prevent the shoe from sticking to it. While it may seem irksome, the tires should be removed and the rims painted even before a puncture calls for a change. The welding process is going on all the time, each day adding something to its holding power, so that some day when you are required to change tires in a hurry you will find the tire so tightly fastened that you will lose many times the short time required to remove the tire originally and paint the rim.

Another point of immense importance is to put grease on the bolts and nuts. If the threads are filled with grease the water cannot work in and rust the two together. Some rims have bolts going through the felloe of the wheel. This hole

should be filled with grease to keep out water. Another place where grease is of primary importance is in the hub of a detachable wheel. After removing it look carefully and you will see where it is bevelled to make a tight fit on the axle. This should have grease smeared over it every time it is removed. To provide for this fill the space between the ends with grease and there will always be some within reach.

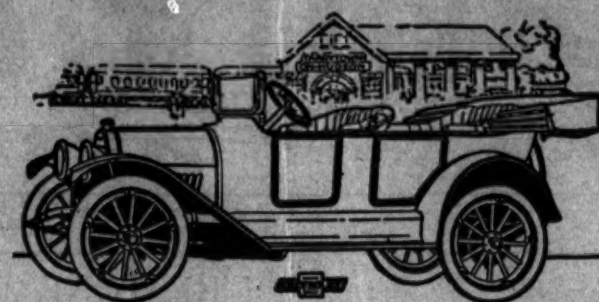
If you should prefer grease to paint on the rings or other parts which secure the quick detachable tires it may be used, but it is advisable to work a good deal of graphite into it. This is especially advised if the grease is to be used where the tire can touch it. Have it mostly graphite, with only enough grease to hold it on. If these directions are followed, says Mr. Stewart, you will have reason to be thankful if ever you have to change tires in a hurry.

New York Has More Autos Than England

According to the latest census of motor vehicles in Great Britain, the total number of automobiles and trucks in actual service is 171,607, about 5 per cent of the number registered in the United States on January 1, 1917, which was 3,541,738. In each of the seven states of New York, Ohio, Pennsylvania, Illinois, California, Texas and Iowa there are more automobiles and trucks than in all of Great Britain. In the United States the production of cars for 1916 was well over 1,600,000.

Cop's Lot Changed Since Gilbert & Sullivan Days

The city of Berkeley, Cal., is providing every man on its police force with a motor car and allowing him \$25 per month for the purchase of gasoline, oil and other necessities. The cars are fitted with a fire extinguisher, first aid kit and emergency ladder. It has been found that under this system the patrolmen can cover much greater territory, more efficiently than under the old method of walking the beat. When it is necessary to bring a prisoner to the station, the patrolman loads him into the car and whisks him in before he has time to think about protesting.



Reputation

When you buy an automobile what do you really buy?

Do you only buy the material and labor? Or do you buy what a car stands for in reputation, in achievement, in excellence of rank?

When you buy a car, you believe what the maker says of it. You buy material and labor plus reputation.

Reputation in motor car building is most important.

Without reputation, your metal, rubber and wood would be merely a highly polished mechanical assembly. With it, you are certain of satisfaction, pleasure, health, and efficient travel.

Chevrolet reputation is founded on complete satisfaction. We could not have grown without it.

PRICES

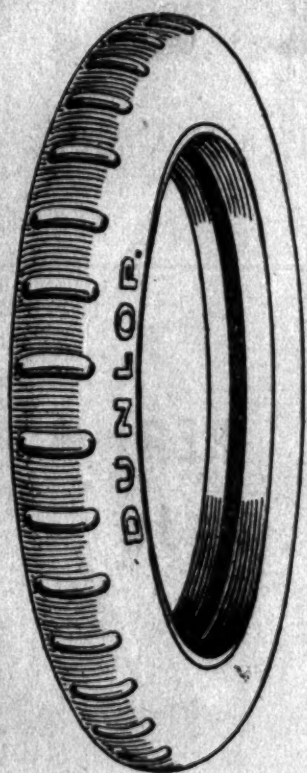
TOURING CAR.....\$1,325
ROADSTER.....\$1,250

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A SPECIALIST'S JOB.

A gun crew consists of picked men, each of whom is specially trained for his particular job. Specialization is the keynote of the Navy's efficiency.

And Specialization also makes for efficiency in manufacture. The success of Dunlop Tyres is due to the fact that specialization is behind every Dunlop Tyre, from the tapping of the rubber tree on the Dunlop plantations and the manufacture of the cotton for casings, right up to the last operation, which produces the completed and perfect tyre.

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CHANDLER

SIX Seven - Passenger Touring - Car.

To sink into the seat of the Chandler Six is to feel that one has at last reached the zenith of automobile comfort—that indeed there is nothing more to be desired.

And this impression is heightened as distance is travelled, because those who ride in the big Chandler Six ride in ease—true ease—and the owner is, perhaps most of all, at his ease, for he knows that though the car is amazingly handsome and comfortable, it does not cost for tyres or fuel so much as a high-grade "four" of two years ago—and he has twice the power at his command.

Let us take you for a ride in one.

A trial will convince you.



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Try To Stop Pirating of Car Parts

In the interest of automobile manufacturers, motor car accessory dealers, the garage men and automobile owners, United States Representative M. A. Morrison of Indiana has drafted and introduced in Congress a drastic anti-imitation measure, which promises to play a prominent part in the remedy of an evil which for a time has threatened destruction to the very foundations of the motor car accessory business.

The evil referred to is the manufacture and distribution of imitation parts, known as "pirate parts," for repair and replacement on standard accessories with which automobiles are equipped.

In spite of the activity of trade bodies and commercial organizations against the evils of substitution, the quick growth of the automobile industry has resulted in many unscrupulous concerns attempting to unload on the public "pirate parts" for the replacing of certain wearing parts on standard accessories.

These accessories include magnets, starting and lighting systems, speedometers and other equipment. The practices of these so-called pirate parts makers obviously affect not only accessories, but automobiles as well.

Sales of certain well known makes of cars have mounted well up in the hundreds of thousands, and here the alleged pirates find a rich field for their operations. On every hand dealers and distributors are found offering imitation parts for this or that car.

However, it is seldom that a dealer offers substitute parts for this particular make of car which he handles.

It is his competitors who are doing this and they are taking this business from the dealers to whom it rightfully belongs.

Furthermore, they are often imposing a hardship on the manufacturer of the car, inasmuch as the installation of an imitation part often impairs the running qualities of the car and the owner is likely to place the blame on the car itself instead of on the substitute part.

As a rule, the maker of substitute parts proves himself a so-called pirate by taking advantage of the reputable manufacturer's rank and success in business.

He seldom wastes time on the small manufacturer; but as soon as a manufacturer of accessories or automobiles has made a big success, then the substitute maker starts out to pirate the parts business.

Because it costs the reputable manufacturer more money to produce parts for replacement than it does the pirate part maker, inasmuch as he has a reputation to sustain the world over, the need of legislation to overcome the evil has been evident for a long time.

It is unfortunate that after a reputable manufacturer has invested millions in factories, equipment, advertising and good will in the production of high-grade automobile or accessories, some so-called pirate maker comes along with little or no investment, does not advertise, neither does he brand his product, but where only aim is to imitate the product of the successful manufacturer and fraudulently, if necessary, make an exorbitant and unreasonable profit for himself.

How Dodge Trims Costs

Of the countless details entailed in the manufacture of Dodge Brothers motor car, one of the most unique is the test which determines the relative worth of two seemingly insignificant articles—sandpaper and emery cloth.

Ordinary manufacturers are usually content to use any one of the many brands which are offered to users of abrasives, feeling that the difference between them is so slight that any possible saving would be insignificant. But Dodge Brothers, in their desire to reduce costs and raise manufacturing standards, felt that even the selection of sandpaper could be made on an efficiency basis.

With this end in view the experts in Dodge Brothers laboratories designed a machine which indicates very accurately the quality of the various makes of sandpaper and emery cloth submitted to the purchasing department.

The machine consists of two equal weights fixed upon each of four sliding arms which are connected to an ordinary crank shaft. When the

crankshaft is revolved, the weights slide back and forth over small platforms, the surfaces of which are absolutely flat.

When sandpaper is to be tested, each sample is weighed and fastened beneath the sliding weights. Blocks of wood of known weight and equal hardness are fixed beneath each sample and the machine is started.

At the end of a predetermined period, accurate weighing indicates which sample removed the most grams of wood per gram loss of sand. Thus a standard is set and the decision of the purchasing department is based upon it.

The test for emery cloth is substantially the same, except that blocks of soft steel are used instead of wood.

Large quantities of these materials are used in the pattern making departments, the die shop, the body plant and in the machine and carpenter shops of Dodge Brothers Works at Detroit, which lends considerable significance to the extremely simple test of their quality.

40,000 TRUCK DRIVERS FOR OVERSEAS FORCE

Estimate of What Will Be Required In Plan to Send Large Army To Europe—Truck Club Pushes Enlistments

One complete company of thirty-four drivers accepted and sworn into the Enlisted Reserve Corps of the Quartermaster's Department, Department of the East, is the result of the Organization Committee of the Motor Truck Club of America during one week in New York City. In addition to the personnel of this complete train, which is liable to be called into active service within a short time four other companies are practically completed. One of these has been enrolled at Columbia University, one at Princeton, another at Paterson, and a fourth in Bronxville, N. Y.

The Central Organization Committee of the Motor Truck Club, which has been carrying on this work for the Department of the East and the new Departments of the Northeast and Southeast, has also formed subsidiary civilian committees in Boston and New Haven in the Northeastern Department; Paterson, N. J., Philadelphia, Penn., Washington, D. C., and Baltimore, Md., in the Eastern Department, and Atlanta, Ga., in the Southeastern Department. Applications received by the committees and examining boards in the Northeastern and Southeastern Departments have swamped the committees there, the club reports, due to the lack of complete organization in the Quartermaster's Department to provide suitable examining surgeons to pass upon the applicants after their fitness has been decided by the civilian examining boards appointed in each locality.

Applicants who are enrolled and sworn into the Enlisted Reserve Corps will be provided with buttons as proof of their pledge to serve Uncle Sam's military forces. Men holding these buttons will not be drafted into the first increment of 500,000 men which the Government is about to raise under the conscription plan.

The report of the work sent out by the club says: "Men who are between the ages of those to be drafted in the first installment in the new army have evidently realized that it is very advantageous to be sworn into the Enlisted Reserve Corps of the Quartermaster's Department as Sergeant motor truck drivers at a pay of \$50, rather than as privates into the infantry at a pay of approximately \$30 per month.

"While this has accelerated motor-truck driving to a certain extent, it is still far below the level which should have been attained. To increase the efficiency of this work and to obtain a larger number of

enlistments during the coming week, the Motor Truck Club of America, which has undertaken the task of obtaining the 1,360 drivers required for the first forty motor-truck trains authorized by the Government, expects to greatly accelerate the recruiting of such drivers.

"The great scope of the club's task is only realized when it is considered that this small number of drivers is but a drop in the bucket to the number which will be required to transport men and materials for the first 700,000 increment of the new army. Under the ordinary method of organization one motor-truck train is sufficient to serve the needs of a wartime regiment of 2,000 men. If 500,000 men are to be served, it will require the enrollment of 2,500 drivers, and 17,136 for an army of 1,000,000. These figures do not include the large number of trucks which will have to be used for transportation between the bases and for haulage of ammunition. It is estimated that between 35,000 and 40,000 trucks and drivers will be necessary should

the United States despatch an overseas force to Europe.

"To the end that a great amount of organization work must be undertaken if the club is to uphold its reputation and obtain the number of drivers required, the officers and directors held a rousing get-together dinner at the Hotel Martinique on last Tuesday, at which a plan to increase the membership was explained to a large number of the club members. This plan provides for a personal invitation to the owners of the 17,000 motor trucks in New York City to take up a share of this most important work."

The uptown enlistment office for the Motor Reserve Corps is in the salesroom of the United States Rubber Company, at 1790 Broadway, where full information will be given and applicants examined.

How Auto Trade Has Grown In U.S. Since '08

For the 12-month periods ending June 30 each year following are the figures for motor car imports into the United States since 1908 for pleasure car and commercial vehicles combined:

Year—	No.	Value.
1908	1,045	\$2,500,184
1909	1,624	2,905,391
1910	1,743	2,851,446
1911	888	1,898,843



CAV CAR LIGHTING & STARTING

is run from one battery and controlled by the touch of a switch. A perfect finish of every particular is characteristic of a CAV. set, and gives just that touch of distinction which is indispensable to the owner who takes a genuine interest in the perfect appointment of his car.

THE ONE SYSTEM WHICH IS SIMPLY PERFECT BECAUSE IT IS PERFECTLY SIMPLE

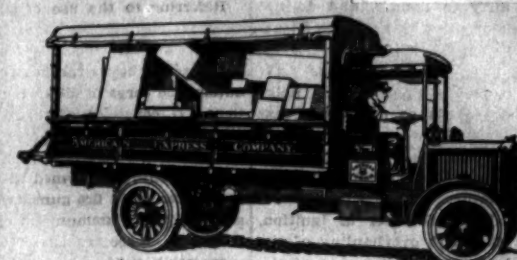
Complete Light Car Lighting Set \$22.15.0.
F.O.B. London. Write for special brochure.

CAVandervell & Co.,
ACTON, LONDON, ENG.

1912	968	2,134,181	In im
1913	748	1,759,380	Yea
1914	800	620,498	1908
1915	323	525,303	1909
1916	474	801,911	1910

The following figures on automobile exports from the United States since 1908, covering both pleasure and commercial cars, show clearly how this country is gaining 1916

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Quality and Reliability

These are important words in trade today. They should be considered first of all when selecting a motor lorry. FEDERALs combine BOTH, and FEDERAL engineers have neglected no detail in building them into their product.

Materials and workmanship are the best that money and science can provide.

No motor truck is built better than the FEDERAL.

Five capacities—1 ton, 1½ ton, 2 ton, 3½ ton, and 5 ton. Worm Drive exclusively.

FEDERAL MOTOR TRUCK COMPANY

A Company of great financial strength and stability.

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U. S. A.

Export Department
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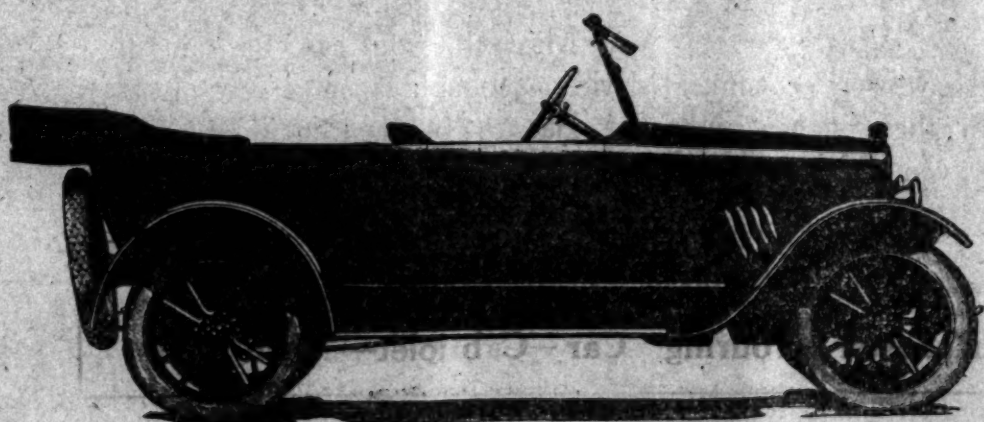
Awarded the Only Gold Medal at the Panama-Pacific Exposition.

1917

BRISCOE

1917

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EASY RIDING

VERY LOW PRICE

SMALL GASOLINE CONSUMPTION

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Ask for the Price and Ask for a Ride
Both will delight you

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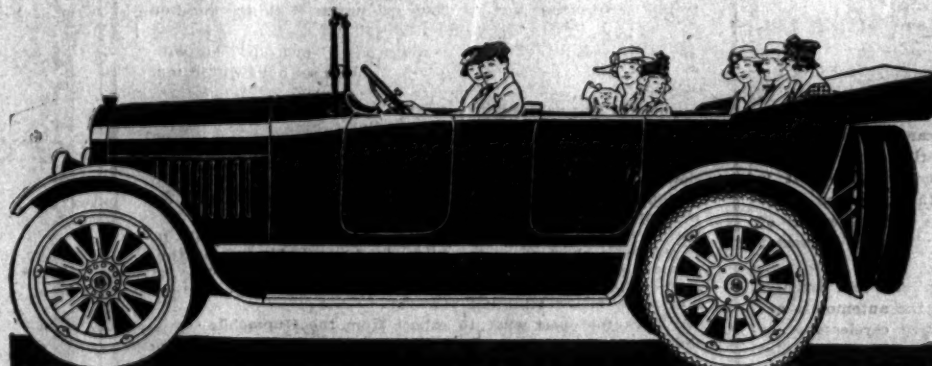
"The Car of No Regrets"

KING



EIGHT

BEAUTY — CONVENIENCE — COMFORT
STYLE — DASH



Exchange Up — Prices Down

Book your order now and take advantage of exchange

ASK TO SEE THE DEMONSTRATOR AND HAVE A RIDE IN THE CAR

ARKELL & DOUGLAS, INC.,

Sole Agents for China

38 Canton Road.

Telephone Central 2002

The Valve Set

"One seldom realises the importance of correct adjustment of the valve lifters," says Wm. H. Stewart, Jr., President of The Stewart Automobile School. "Yet the best engine in the world will lose power if these are not properly set."

"Since they are usually difficult to reach, dirty to handle, and do not force themselves on the driver's attention, they are neglected until the trouble becomes really serious."

"Of course if they become noisy the knocking is so noticeable that the owner is forced to make adjustments immediately. But ordinarily these parts receive scant attention and so the loss of power is attributed to either carburetor or ignition, until a thorough overhauling of the motor leads to the discovery of the real trouble."

"As aforementioned, they may become noisy, due to the fact that the space becomes too wide. As they rise they give a hammer blow to the valve stems, causing a knock which may readily be heard. By stopping the motor, removing the valve cover plates and shaking them up and down the ones out of adjustment may readily be located."

"Sometimes several are at fault, so, while about it, set all of them. Examine the adjustment carefully to understand it, for much damage may be caused by twisting the wrong nut. One is the locking nut, which must be loosened first. The adjustment nut is then set to the right distance and the locking nut fastened."

"The opening should approximate one sixty-fourth inch for exhaust valves, and three one-thousandths inch for inlet valves. Use an ordinary business card as a gage for the exhaust valve clearance. If possible to have a card the right thickness it is best to do so. This can be readily measured with a micrometer. A piece of notepaper is about right for inlet valve clearance. It will be found difficult to adjust the space correctly unless the following directions are followed: Place the desired gage in space and screw adjusting nut until it touches. Now unscrew it either one-sixth or one-fourth turn. Then lock the nut that holds it in place. Try the gage and see if it has just a slight friction."

"The reason for unscrewing the adjusting nut is that the locking-nut pushes it up and so throws the adjustment out of true. If the clearance becomes too great the valves open late and close early."

"Since they should move exactly as the designer intended, it is evident that the engine will lose power if both ends of a stroke are cut off. If the clearance is too small the engine will lose compression and with it a great deal of power. This is due to the fact that as the engine heats up the valve stems lengthen."

"As they grow longer they use up the space between valve stem and valve lifter. If the space is too small the valve stem rests on valve lifter. As it lengthens the head of the valve is lifted off its seat in the cylinder, opening the valve and so losing the compression."

"It will be evident from this that valve clearance is one of the important things about a motor and one that should be borne in mind and inspected whenever one looks for cause of lost power."

Rules Of The Road

By Goodrich Co.

The 1917 edition of "Rules of the Road," which treats exhaustively of the commonly accepted highway rules for motor car drivers, has been put into circulation by The B. F. Goodrich Rubber Company. It is dedicated to the interest of the American motorist in the prevention of accidents and to the cause of greater tire mileage.

The booklet declares that seventy-five per cent of the automobile accidents are due to carelessness or failure to observe the simple rules of the road. "If everybody observed city ordinances, accident liabilities would be reduced," it says among other things:

"Children have not discretion of adults and should be watched with utmost care," advises the booklet in warning motorists to sound the horn repeatedly and have the car under perfect control when approaching children at play upon the sidewalks.

The new publication calls to the special attention of motorists the fact that they are welcome to the free service of the Goodrich National Touring Bureau regardless of the make of car or tires.

Much valuable information concerning the care and repair of tires is also to be found in the pages of this interesting work. "Rules of the Road" may be had for the asking at any dealer's stocked with Goodrich Tires, or at any of the company's branches.

King Sets Fashion In Armored Cars

An interesting indication of the great value of the automobile for army purposes is furnished by Capt. Frank E. Evans, U. S. Marine Corps, retired, in his report of the Government test of armored motor cars. This report has just appeared in the *Marine Corps Gazette*.

Referring to the use of such cars, abroad, Capt. Evans says: "Belgium, at the outbreak of the war, had doubtless the best organized automobile corps of all such organizations. It consisted of three armored passenger automobiles (for officers, reconnaissance purposes, etc.), ten armored cars, each armed with two 40 centimeter rapid fire guns, two freight auto trucks for ammunition one workshop auto, three trucks for tools and spare parts, one ambulance, 100 bicycle riders and fifty motorcycle riders. The cars were only partially armored, and therefore comparatively light and mobile."

"Russia, Italy, Germany and Austria-Hungary are also using this weapon to a greater or lesser extent. Experience seems to indicate that machines weighing over three tons are not suitable owing to their small mobility. A speed of fifty kilometers per hour is considered necessary, also steering apparatus at both ends so as to avoid turning around, and two speeds for backing instead of one."

"When Congress at its recent session authorized the purchase of two armored cars for the Marine Corps at a cost not to exceed \$10,000 for each

complete car, the headquarters of the corps had already begun its search for the armored car designed for use in expeditionary service. The board first made a preliminary survey of the cars available for its test. Happily, such a car had proved its worth in the European war and Capt. Waldo A. Ross, who had seen service in the British forces, had taken up with the Armored Motor Car Company of Detroit, Mich., the idea of introducing such a car into the American service. Capt. Ross had suffered permanent disability while attached to the Royal Flying Corps and arrived in Detroit to look over the field for a motor car chassis that would be capable of development into a light armored car. He had been attracted to the King car of that automobile center, by virtue of the satisfactory weight of its chassis and its eight cylinder motive power.

"Under his supervision, a car of this type and make was built and driven overland to Washington and tested at Fort Myer by the Army Ordnance Board. These tests attracted immediate interest, and, in addition to prominent Government officials, certain attaches of foreign embassies and legations watched the new armored car in its work on the military reservation."

"In the road and field tests held by the board, the car experienced no trouble in crossing sand, mud, deep, ploughed fields and ditches and took a thirty degree hill 200 yards long. While travelling along a stretch of

road at the speed of forty-five miles per hour it was necessary to turn the car sharply off the road to avoid hitting an innocent bystander. The car turned over completely two and one half times before stopping and a half hour later was speeding down the road under its own power. The crew, equipped with head guard and pads, suffered nothing more serious than the acrobatic stunt imposed by the somersaulting car.

"The armament of the car has been

recommended to take either the Lewis, Vickers or Benet gun. The Lewis gun was unobtainable and the Benet automatic rifle was mounted in the turret from the ball and socket joint and the gun fired, after a run to Atlantic City. The gunner, suspended by a seat on a universal joint, had no difficulty in operating his weapon, manipulating the half clips with ease. The tests showed that no difficulty would be en-

countered in mounting a Lewis gun, with the use of which Capt. Ross, who accompanied the board, was quite familiar. A locknut to hold the gun stationary when not in use will be added to the mount."

Referring to the work of this car, Joseph Porter of the King Car Corporation of this city said: "The King Eight chassis furnished to the Government is identical in every way with the one used for all our pleasure cars."

JITNEY VS. TRAM

From a profit of more than \$200,000 a year, a report filed with the country clerk of Dallas, Tex., shows that the three street railways operating there have on the second year operated at a loss a result of the jitney bus. The first year's loss was not inconsiderable, but the second year's statement shows a total loss of \$235,719.90. Needless to state, the railways are protesting against the continuance of the jitney bus as a public carrier in Dallas.



FOR SALE

A Large Number of

NEW AND SECOND-HAND CARS

at prices to suit everybody.

LANDAULETTES, LIMOUSINES, ROADSTERS, TOURING CARS, 2, 4, 6 AND 8 CYLINDERS

of well-known

French, British and American makes.

TRIAL TRIPS MAY BE ARRANGED BY APPOINTMENT.

AUTO CASTLE 228, Avenue Joffre

(opposite French Fire Station)

Tel. West 412



Everywhere Hupmobile dealers are offering the evidence of Hupmobile performance to help motor car buyers settle the question of which automobile to buy

IF YOU ask the dealer to demonstrate "pick-up" he will send the car from a stand to 25 miles an hour within ten seconds.

Or he will slow the speed to 5 miles an hour on high and then accelerate to 50—smoothly and silently.

If you want high gear hill-climbing demonstrated, say so; for if the Hupmobile excels in any one of its virtues, it is pulling power on high gear.

Lacking a hill, ask to have the car pull through deep sand or mud on high, and see how easily it is done.

Watch how beautifully it handles on high gear; how easily it steers, what short turns can be made; how nimble it is in the getaway with other cars. Yet it is a big, comfortable car. And at slow speed or high speed or moderate speed, notice how little motor vibration you feel.

We have told you what to expect from the Hupmobile. Now have a performance test of several cars if you want the question decided to your own satisfaction.

Brief Hupmobile Specifications

Hupmobile Models: Six-cylinder, 7-cylinder, 8-cylinder sedan, and 8-cylinder and 2-cylinder with detachable winter tops. Motor: Four-cylinder, 98 m/m bore, 140 m/m stroke (3 1/2" x 5 1/2"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, ball-and-socket lined. Long wheel base (119" on 2 and 8-cylinder, 134" on 7-cylinder). Tires 375 x 105 m/m or 34" x 4" on 2 and 8-cylinder, 520 x 120 m/m or 35" x 4 1/2" on 7-cylinder. Electric starting and lighting; ventilation, rain vision screen; one-man hood; quick-acting side curtains; door curtains; carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tires on rear; five demountable rim type carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

Hupp Motor-Car Corporation, Detroit, Michigan, U. S. A. Dealers for all China, except Peking Province:

THE CENTRAL GARAGE CO., LTD.

2a Jinkee Road, Shanghai

DISTRIBUTORS



The Proof



DON'T accept claims or opinions. Every man selling an automobile will tell you his car can be run at low cost.

He'll tell you this because he knows, and you know, that gasoline, oil and tyres are costing more and more all the time. He knows, and you should know, that the operating cost of any automobile during five years' time is worth your careful consideration.

We don't give you any guess work. We tell you what we know. We state the facts and figures—proved and verified figures. Here they are:

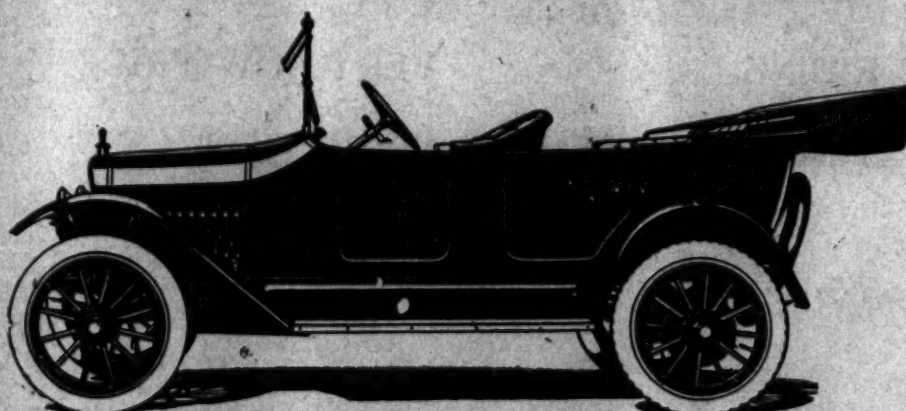
Maxwell World's Non-Stop Record Facts.

Miles without a motor stop	22,058
Average Miles per day (44 days)	500.6
Miles per gallon of gasoline	21.88
Miles per gallon of oil	400
Average Miles per tyre	9,871

Most Maxwell owners get even better results than these, but we are just giving the actual figures set when the Maxwell stock touring-car broke the World's Motor Non-Stop Record.

When you get your Maxwell, you can be sure it will give you economical service—probably far more economical than these figures indicate. But to be sure that you can get your Maxwell, **ORDER NOW.**

One Chassis—Four Body Styles
Roadster—Touring Car—Cabriolet—Town Car



THE EASTERN GARAGE

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TELEPHONE 1159.

DISTRIBUTORS FOR

Maxwell

The Auto—Definitely Discourse

By James Lovely in Motor Age
The automobile is an ingenious contrivance of various kinds of metal, rubber, leather and a strong odor. It is used by mankind to kill time, and sometimes hens, chickens, pigs and larger game. Men who own automobiles are sometimes compelled to give up some of their time to business, as their pets are extremely voracious and cost a good deal to support. This, however, is often a blessing in disguise, because it gives them a great zest for those pleasures the enjoyment of which constitutes real existence.

It is an interesting thing to watch a healthy automobile taking nourishment. The process is as follows: The creature is first of all directed towards what appears to be a small box that has for some years been deprived of proper feeding. The upright arrangements are usually very red, and are bounded on the sky-piece by a length of hose. This trunklike appendage is attached to the nostril of the auto, and the garage attendant coaxes it into discharging. For this purpose he uses a series of motions with a pump handle which are a cross between reducing exercises and the conchaling blows necessary to make a good impression. When the machine has disgorged sufficiently, the attendant performs the same process upon the owner of the car, who usually becomes very red and disgorges with as much difficulty as the machine. The only difference between the two is that the car owner has his hose attached to the groundwork of his structure, not to the sky-piece. A well-fed automobile can make more noise, raise more dust and kill more hens than any other living thing unless it is a skunk attacked from behind.

Some people prefer cats to automobiles as household pets. The two creatures are very much alike in many details. Both will purr when they are pleased and have two glaring eyes that shine in the night. They will also swear when you put your finger on the back of their necks, and even a dog will get out of the way. If it does not, there is usually something doing. Cats always land on their paws; an auto will often pause on the land, especially if you are in a hurry to catch a train. Autos cannot climb trees as cats can, although they will sometimes try. It is generally bad for the tree when they do.

Should an auto wish to retire from active life, this is the correct method of proceeding, as it usually falls on its back and the wheels are then easy to get at. If it falls far, the retiring may continue clear to the scrap heap.

Any man who intends to adopt an automobile needs to possess three things—money, a garage and a large smile. He goes into his pocket when it needs food or repairs, he goes into the garage to smoke and whenever he feels like it, and into debt when his money is spent. The

smile is useful when the creditors come with the bills.

Autos often carry a spare tire on their backs. This is a sensible custom because it can be blown up and worn as a life belt in case of emergency. It is just as well to be prepared, because you never know where you may get to.

There are three sciences that automobile owners learn—Perambulation, gyration and exasperation. Three branches of the last are examination, prostration and perspiration.

When an auto is kept long in captivity it will become very tame and can be made to serve many useful purposes. The horn, for example, can be kept in the house at night for a burglar alarm. The wheels can be taken off and will make attractive cushions.

Some autos become very fond of their owners. It is said of one millionaire that when he died the only thing that wept was his automobile, which shed gasoline for days afterward. It was found later that there was a screw loose somewhere, which accounted for it.

The automobile is a useful creature and has its work in the great world.

Streets Of Denmark Barred To Autos

The Danish government has prohibited temporarily the use of passenger cars on the streets. The gasoline and tire shortage has become serious and the government has taken this means to alleviate the situation. There are more than 30,000 cars in the country, so that with the present strict censorship by Great Britain on all shipments of cars, gasoline and tires the scarcity of these motor necessities is apparent. Gasoline is selling at four to six times the price current in the United States. Few tires reach the country.

1916 WAR SALES

France was America's best foreign customer for motor vehicles in 1916, taking \$23,279,846 worth of our motor cars, mostly trucks for military service. Great Britain bought \$17,083,616 worth of our automobiles, while Russia came third among European nations with \$8,546,563 investment in our motor offerings. The British colonies were liberal buyers of American motor vehicles, Canada having spent \$17,083,616 worth of our automobiles, \$5,727,233 and the British East Indies \$3,359,379.

Time-Saving More Important In War Even Than In Peace

The motor vehicle and the bold and able men who have developed it from a toy into what it is today welcome the test of war. These men believe that the war is to bring out the utility of the motor vehicle, its power for elastic and manifold service to the nation, as nothing else can, and that this will be shown in the extended use of both passenger and commercial vehicles. War discovers efficiency and exposes inefficiency. Slow, costly ways of doing things are singled out for a scrutiny not possible in time of peace. Time is so important. The motor vehicle is pre-eminently a time-saver. The war will bring out this fact as never before, and it is maintained by the manufacturers, will impress itself in new demands for the motor car.

Chevrolet Record For Hill Climb

Another high gear record has been annexed for the Chevrolet.

At Portland last week a little four-cylinder Chevrolet, carrying stock equipment throughout and three passengers in addition to the driver, climbed Hill Street hill in high gear. The time was two minutes and seven seconds from a standing start at the bottom of the grade. The climb is three-quarters of a mile with the grade ranging from 19 to 22 per cent in the center of which is a narrow hairpin turn.

The run was officially observed by

Portland newspaper men and the Chevrolet was awarded the record of being the first car to negotiate Hill street hill on high gear.

HARKING BACK

Whatever 1917 holds for racing, we may look back on the fact that during 1916 every American speedway record from one to 250 miles, with the exception of the figures for four, 50 and 100 miles, was broken, together with the 12-hour record, while the world's 24-hour mark was knocked into a cocked hat by Mulford and his Hudson. Also the transcontinental record was lowered three times, first by the Cadillac then by the Marmon and later by the Hudson with a relay of drivers, in a remarkable double ocean to ocean run.

Owners Can Tell Car's Real Worth Personal Views of Car's Actual Performance the Most Reliable Guide in Buying

"We are firmly convinced," says a big New York distributor, "that the owner of an automobile is the only one who is justified in rendering any sound judgment about a car's real worth. For too long a time the advertising of the automobile dealers has hinged upon the claims of the makers, but it is very gratifying to note that this idea is being relegated to the discard, and that automobile advertising is centering its attention on telling the prospective buyer what he really wants to know—what has really been established by the owners under actual driving conditions. "I do not mean to infer that the average dealer or manufacturer has been untruthful in his advertising, but it has been rather an over-enthusiastic attitude in general to give the public personal views of a car's performance. An industry which has grown as rapidly as this one has, of course, could not establish sound, substantial merchandising intercourse through advertising at the very outset. This over-anxious desire to impress the public has often led to exaggerated thinking about the merits of our respective lines. "Theoretically any manufacturer knows the stamina, the strength and performance ability of his cars, but I believe, in the last analysis, the owner is the proper party to interview if you really want to know what a car is regardless of the price."

INDIAN Motor-Cycles

A shipment of 1917 models has arrived

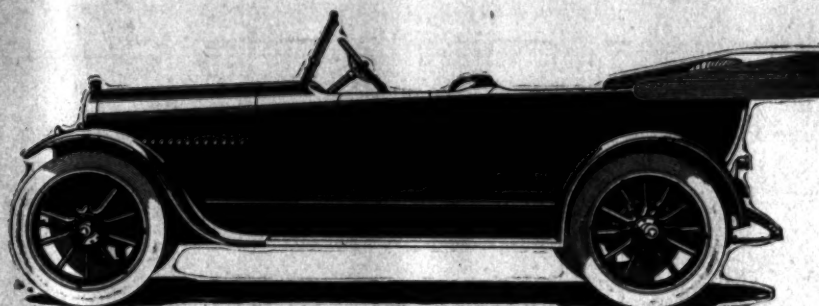
SOLE AGENTS AND DISTRIBUTORS

for Shanghai and Yangtze Valley,

THE EASTERN GARAGE.

Telephone 1159.

4 Soochow Road.



The present owner of a Super-Six is always the man ahead. That is, if he cares to be. He keeps ahead without driving faster, because of his quick pick-up.

He is ruler of the road. He can do in any situation what no rival car can excel. And any friend who claims the best car must accept the Super-Six.

He has a long-lived car, as our endurance tests have shown. He has a car of great reliability, as proved in many an abusive test. He has a smooth-running car, a flexible, comfortable car.

The Super-Six in a hundred tests has proved itself the greatest car built. It holds all worth-while records for Speed—Endurance—Reliability.

You may not care for the speed it makes. You may not need its power. You will rarely, it is true, utilize half its capacity. But it is good for a motor to be always undertaxed.

The Luxury You Want

You will find in the Super-Six all the beauty and luxury you can ask for in any car.

You find grace and harmony in every part.

No small part of the wonderful demand for the Super-Six is due to its dominating distinctiveness. Many critical buyers selected it because of its charm of appearance rather than for its admitted mechanical superiority.

So—to wonderful performance you add exceptional beauty. To power and flexibility you add pride of ownership that comes with the possession of a car of such high repute.

Ask the Proud Owners

Ask the owners—There are 25,000 now.

Most of them old-time motorists. They know how cars compare.

Ask them if they would go back to a car with a lesser motor in it.

If not, follow their example. When you buy a fine car—a car to keep—get this top place motor in it. Otherwise the time will soon come when you'll wish to make a change. Let us prove these facts to you.

No Feats Like These Ever Before Performed

World's Greatest Endurance Run, San Francisco to New York in 7-passenger touring car, 14 hours, 59 minutes faster than best previous record. Same car left New York day of arrival and returned to San Francisco, making round trip in 10 days, 21 hours, 3 minutes. First car ever to attempt round trip across continent.

Fastest time in the world's greatest hill climb, up world's highest highway to summit of Pike's Peak against 20 contestants—made with a Hudson Super-Six Special.

Also these records, all of which were made under American Automobile Association supervision by a certified stock car or stock chassis, and exceeding all former stock cars in these tests.

100 miles in 80 min., 21.4 sec., averaging 74.67 miles per hour for a 7-passenger touring car with driver and passenger.

75.69 miles in one hour with driver and passenger in a 7-passenger touring car.

Standing start to 50 miles an hour in 16.2 sec.

One mile at the rate of 102.53 miles per hour.

1819 miles in 24 hours at average speed of 75.3 miles per hour.

MOTOR CAR INSURANCE

Reasonable Rates Comprehensive Cover

200 Claims already paid in Shanghai to the complete satisfaction of Car Owners.

Prospectus from

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INSURANCE OFFICE

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AGENT

Excess Insurance Co., Ltd.,
Whose Assets Exceed £720,000.

A New Shipment Has Just Arrived

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THE PROPER DRIVING OF THE TWIN-SIX CAR

Valuable Hints In The Handling
Of The Extra-Cylinder Motor
By Packard Expert

Principles of proper handling for the twin-six car are outlined by Alvan Macaulay in the April number of The Packard.

"The introduction of the Twin Six motor made possible a new method of driving which is very pleasing and highly desirable," he says.

"Most drivers of high-grade cars originally learned to drive four or six-cylinder cars, in which it was necessary to show down in traffic, for example, to throw out the clutch simultaneously with applying the foot brake. Throwing out the clutch, or de-clutching, as it is called, was necessary to avoid stalling the motor. It was always an embarrassment to the driver."

"The frequent explosion impulses of the Twin-Six motor make it entirely practicable and highly pleasing to almost eliminate de-clutching, except when the driver wishes to bring the car to a full stop. At other times the driver should simply apply the foot brake without de-clutching. The driver should not touch his foot to the clutch except when he wants to come to a full stop, and should even then de-clutch only when the car has almost come to a stop."

Motor Acts As Brake

"If the car is being driven at any speed above five miles an hour, and the driver wants to slow down, his first act is to take his right foot off the accelerator, whereupon the motor immediately begins to slow down, exerting a braking tendency."

"You will find, for example, if you try it, that from any given speed, say twenty-five miles an hour, the car will come to a stop much quicker if the clutch is left in engagement than if de-clutched. Therefore, to prevent the motor stalling, the clutch should be left in engagement until, under the influence of the brake, the car has slowed down to three or four miles an hour. Then if a stop is desired, throw out the clutch, and the car will stop with the motor turning over slowly and quietly."

"The best drivers de-clutch probably ten times oftener than is necessary with the Twin-Six motor. Try the new method suggested here, or insist upon your chauffeur trying it, and you will be delighted to find how much more smoothly and easily the car will be driven."

"Don't allow your driver to keep his left foot on or against the clutch pedal. Encourage him to keep it comfortably on the floor board, except at the instant of coming to a full stop, when the car, moving at a snail's pace only, and while the foot brake is in operation, should be allowed to stop completely, through disconnecting the engine from the propeller shaft, by de-clutching. Chauffeurs have so long been accustomed to the old method of driving that it will require some little encouragement on your part to change their methods; but the added smoothness and comfort of driving, the entire absence of motor noises, and the much longer life of the clutch will amply reward you for your pains."

Roads Damaged More By Horse Than Auto Truck

In enacting some drastic legislation covering the use of motor trucks the province of Quebec in Canada has alleged that motor trucks seriously damage the roads, says the Power Wagon. Regarding the question of solid rubber versus steel tires an interesting letter from the engineer of Westmount, a town just outside Montreal, was read. The writer said:

"On sheet asphalt pavement there is very little choice between solid rubber or steel tires, except that rubber tires would prevent excessive loads being carried as the rubber would be damaged before the asphalt; the expense would therefore be borne by the individual and not the public."

"On artificial block pavements or on bituminous macadam and water-bound macadam roads the comparison would be greatly in favor of solid rubber tires as steel tires splinter the blocks in block pavements and crush the stones in macadam roads with bituminous carpet surface. The damage by walks on horses fact at this season of the year is enormous as they dig the bituminous surface completely off the road."

"Comparing mechanically-driven vehicles on solid steel tires, I would say that steel tires should be prohibited or heavily penalized. Comparing solid rubber tires with pneumatic tires, there is very little choice. The comparison should be in favor of pneumatic tires, but as a large number of vehicle owners do not inflate and maintain the tires at their full pressure, and as vehicles which are equipped with pneumatic tires usually travel at a higher rate of speed, the comparison is again in favor of the solid tires."

FOR GOOD ROADS

More than \$300,000,000 was spent on highway construction and maintenance in the United States in 1916. Of this amount 16 southern states spent approximately \$52,000,000. The state of California has voted \$15,000,000 to be spent in perfecting the state highway system and not a single county failed to give the empowering measure a majority. Ohio is talking of a \$50,000,000 highway bond issue and the state of Illinois will put to its voters at the next election, the question of issuing \$60,000,000 in highway bonds, the interest and retiring fund for which is to be provided for by an increase of about 100 per cent in the motor vehicle registration fees. A quaint idea this: building a highway system which shall benefit every one of the state's 3,000,000 people and compelling one limited class, comprising somewhat over 200,000 persons, to foot the whole bill.

What Shakespeare Said About Motors

"I will remedy this gear ere long."—Henry VI, Part II.
"The dust hath blinded them."—Henry VI, Part II.
"I like the new tire."—Much Ado About Nothing.

"As horns are odious, they are necessary."—As You Like It.
"I show thee the best springs."—The Tempest.

"As one would set up a top."—Coriolanus.

"Marks upon his battered shield."—Titus Andronicus.

"Had it been all the worth of his car."—Cymbeline.

"And you, sir, for this chain arrested me."—Comedy of Errors.

"Humbleness may drive unto a fine."—Merchant of Venice.

"How quickly should you speed?"—Hamlet.

"Our lamp is spent, it's out."—Antony and Cleopatra.

"An't please you, deliver."—Coriolanus.

U. S. Auto Exports Gain \$13,000,000

Automobile exports reached a total in 1916 of \$138,289,514, an increase of nearly \$13,000,000 over 1915, according to the national automobile chamber of commerce. There was a decrease in exports of trucks from 22,094, valued at \$59,839,308, in 1915, to 18,903, valued at \$52,870,774, in 1916. But the shipments of passenger cars to foreign countries increased from 41,864, worth \$35,045,000, in 1915, to 61,947, worth \$43,275,087, last year.

In addition there were exported in 1916 automobile parts to the value of \$24,001,060, tires worth \$15,211,943, and automobile engines to the value of \$2,480,650. France was the largest buyer of our motor vehicles last year, to the value of \$23,279,846, mostly trucks.

Hudson Super Six In Demonstration As Economical Car

Winner of Competition Gets
Average of 32½ Miles Per
Gallon of Gasoline

"There is no let up in the demand for Hudson cars, and ever week our sales show an increase over last season," says Harry Houpt, president of the Hudson Motor Car Company of New York.

"Not only is the motor in our Hudson Super-Six car the most efficient power plant ever installed by the Hudson Company, but the special radiator shutter incorporated in this season's car is a wonderful gasoline saver, and the car is probably the most economical six-cylinder car on the market."

"A few weeks ago out on the Coast our San Francisco dealer offered prizes for an economy contest, open to Hudson owners, when some remarkable records were made."

"The first five cars in this contest were equipped with the shutter attachment, and averaged 23½ miles to a gallon of gasoline. The contest was held for Super-Six owners, and seventeen entrants averaged 17½ miles to a gallon of gasoline. It was run from San Francisco to San Jose and return, a distance of 106 miles. S. Oliva won the event with an average of 32½ miles a gallon. This remarkable performance, however, exceeds any claims we can fairly make for normal Super-Six performance."

"In this contest the cars were checked in and out, and the gasoline tanks were sealed under the supervision of newspaper men. The trophy cup of silver, twenty-two inches in height, was awarded to Mr. Oliva at an informal dinner given to the ninety-three participants in the contest."

ON THE FARM

More than 34,000 farm tractors will be used during the coming season, according to the United States Department of Agriculture, which has obtained its data through letters sent to 32,000 selected correspondents.

Makers Deliver Many Cars Over The Road

More than 900 Chalmers cars in fleets of ten, and with each squad of drivers in charge of a captain, are being driven from the Chalmers factory in Detroit to destinations or to shipping points of vantage in an effort to beat the freight tie-up. The plan originated with E. C. Morse, Vice-President and General Manager of the Chalmers Motor Company. It is being employed because of inadequate storage facilities

in Detroit pending an easing up of the freight car congestion, and because of the fact that Mr. Morse is leaving no stone unturned in his endeavor to deliver automobiles to dealers according to schedule. In view of the steady production of Chalmers cars at the record rate of 30,000 for this year, it is necessary to keep the cars moving from the factory as fast as they are manufactured. In addition to this, there is the demand for cars immediately from dealers, growing heavier and more insistent each day, as is the custom at this time of year.

Kaiser's Car Sells For \$35,000 to Dane

According to advices from London a motor car which was built in Germany for the personal use of Emperor William and which had been sent to London just before the war to be fitted with an English body has just been sold for \$35,000 to a Danish ship owner. The car has been in the hands of the body finishers ever since it was finished and was ordered sold by the courts to satisfy their charges. It is called

by English experts the most luxurious motor car ever built, and the price paid for it at auction is believed to be a record for a car for personal use.

WATCH THE KING BOLT

Keep a watchful eye on the king bolt in the steering knuckle. If it wears through the axle will drop and a severe accident may follow. If a knuckle through which it passes seems out of true the bolt is wearing and becoming weaker. Keep it well greased through the grease cup on top and you will delay this danger almost indefinitely.

STEARNS-KNIGHT

(SLEEVE VALVE TYPE)

THE IDEAL FAMILY CAR FOR SHANGHAI

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After 50,000 miles' service, a Stearns-Knight engine is as good as new.

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CARBON BENEFITS IT!

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POINTS

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No valve grinding

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No carbon trouble

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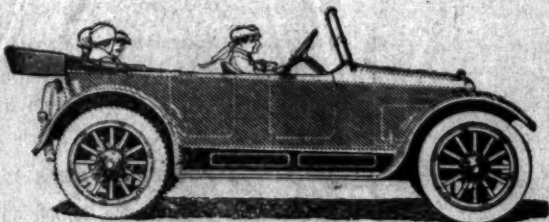
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Manufacturers of Willys-Knight and Overland Motor Cars and Light Trucks

The Marine Engine—its Care

The item of cleanliness on a motor boat of any type is one that is of considerable importance, for no one can enjoy himself on a boat that is covered with oil and grease, says a prizewinner in Motor Boating. Quietness of operating machinery is dependent to a great extent upon the quality of the motor and accessories, but much can be accomplished along this line with an old-fashioned plant.

Taking up the matter of noise first, it can be said that 90 per cent of the noise comes from the motor, and the balance from the vibration of other parts of the boat. The greatest of the motor noise can be traced to the exhaust. If a good muffler, a size larger than is usually provided, is installed with as straight a run of piping as possible, the exhaust noise can be reduced to a minimum. The multicylinder, four-cycle machines have less exhaust noise than two-cycle engines. If all of the cooling water can be turned into the exhaust pipe the sharp bark is much reduced.

Besides the noise of the explosion we have the whirr and snap of the moving parts of the machine, and the sharp sucking noise of the air intake to the carburetor. In the more modern plants with the valves, etc., entirely inclosed, the clatter of the valves is much reduced, but a proper regulation of the adjusting nut on the top of the push rods will help greatly. The adjustment should be such that when the valve is seated and the cam at its lowest point there should only be a clearance between the bottom of the valve stem and the top of the push rod equal to the thickness of a thin calling card. All extra play in igniter parts and pump valves should also be taken up to a point just under the actual contact position. Many heavy-duty motors have automatic intake valves which cause a great deal of noise. The only way to keep this noise from the rest of the boat is to make the engine compartment

as sound-proof as possible with double bulkheads lined with a thick layer of felt.

There is often an annoying rumble from the shaft. This noise can be cut down a great deal by fitting intermediate bearings so that no unsupported part of the propeller shaft is longer than seven feet. These intermediate bearings, as well as the stern bearing and stuffing box should all be fitted with grease cups. The rattling of doors and windows can be obviated by having all doors hung on spring hinges and fastened with spring fasteners against rubber stops. Windows can be quieted with small wooden wedges, which should be fastened to the window ledge with a piece of cord or a chain to prevent loss. Also keep whatever rigging there is set up tight.

Dirt, like noise, can usually be traced to the engine. Unless the latter is of the all-enclosed type, there should be some means of preventing oil from being thrown about the cabin or cockpit. If it is practicable, cover the entire motor with a box, or at least with oil guards at the sides. Either a copper or galvanized pan should always be under the flywheel so that no bilge water can be picked up and thrown. If the motor is installed either forward or aft of the cabin there should be a water and oil-tight bulkhead between it and the cabin to prevent any drippings from the motor mixing with the bilge water, and floating under the cabin, where it will be thrown up in the lockers when the boat rolls. This will necessitate leading a separate pipe from the far side of the water-tight bulkhead to the bilge pump, providing the latter is permanently mounted, as it always should be. Never keep tools in the same locker with oil cans. The best practice is to separate a metal-lined box for the cans. Always wipe all tools clean after use, and have several pieces of canvas to lay on the floor about the engine when taking the machine apart.

Swiss Company To Make Alcohol From Limestone

The great demand for calcium carbide and the low cost of water power in Switzerland have caused a big increase of the application of the electric furnace for the production of this commodity. The leading Swiss hydroelectric concerns as well as the Lonza (Ltd.) with its own big power stations at Gampel, Visp, Thun, and Chaux-de-Fonds have now finished their researches for the production of pure alcohol for industrial purposes out of calcium carbide through treatment with hydrogen and by the electrolytic decomposition of water.

As the industrial production and sale of alcohol is under Government control in Switzerland the introduction of this new industry will be a joint work of the Confederation and the Lonza (Ltd.).

In spite of the abnormally high price of coal in Switzerland the Lonza will be able to sell the spirit of second quality at \$102.68 per metric ton of 2,204.6 pounds and the pure industrial spirit at \$108.04 per metric ton. That is far less than the Swiss Confederation pays now for imported spirit on the world market. Switzerland will thus become an exporter instead of an importer of alcohol.

The installations, with about 20,000 horsepower minimum and 30,000 horsepower maximum (summer time), will produce annually 7,500 tons of alcohol at minimum and 10,000 tons at maximum. The Confederation will take from this output about 2,500 tons minimum and 3,500 tons maximum. Further, the Lonza works will pay an indemnity of \$15.41 per ton for every sale made to Swiss manufacturers, who, up to now, have imported foreign alcohol and paid import duties. The contract between the Lonza and the Government is for 20 years.

BIG SUM FOR ROADS

Funds amounting to more than \$300,000,000 have been or will be appropriated for road improvement in the United States during the coming year, according to the report made at the annual good roads congress.

Beauty And The Buick

"One of the most remarkable trips of the entire touring year of 1916," says the Los Angeles Examiner of December 24, "has just been completed in Los Angeles by Mrs. George F. Shelton of Butte, Mont., who drove here, from her summer home, South Berry Conn., in twenty traveling days. The total distance covered was 4,432 miles. After the season here she will go to her Montana home in the same car, a Buick Six. At the wheel was Fred St. Pierre. Mrs. Pierre also accompanied the party. The trip, despite its unusual speed, was wholly free from mechanical difficulties. Four tires were changed because of punctures and another blew out while standing on the garage floor at the end of the trip here. Fairly good road conditions were found throughout and the weather was favorable with the exception of a blizzard in Colorado. Mrs. Shelton kept a valuable diary on the trip, which is a reliable log of the roads covered. Also gasoline prices were noted. The cheapest was at Kansas City, 14 cents; the highest at Springerville, Ariz., 19 cents."

Drive 12,000 Miles Without an Accident

Twelve thousand miles and no trouble. That is the record made by Mr. and Mrs. Frank Harvey and their son, Harry, who recently returned to their home at Adel, Iowa, after an eight months' tour in their Hudson along the Pacific Coast.

The Harveys left Adel last July, motoring as far north as Seattle, and thence to California, where they spent the winter, returning through the Southwestern States.

Two of the tires with which they set out are still on the car, having made a total of 15,000 miles. The other tires gave more than 10,000 miles. Harvey said that not once during the entire trip, did the party have the slightest motor trouble.

Save 25% on Gasolene, with SILVERTOWN CORD TYRES

Most flexible of all tyres: least traction-wave resistance; most resilience.

BECAUSE—

There are only two layers of cords in any size of Silvertown Tyre.

This, as against 5-7 layers in all Fabric Tyres, and all Thread (so-called "Cord") Tyres.

It is friction and heat (between layers) that wear out tyres internally.

Therefore, when you reduce that friction heat to but one friction-centre (between 2 layers only) instead of 4-6 friction centres (between 5-7 layers), you reduce those tyre-destroying influences to about one-fourth or one-sixth.

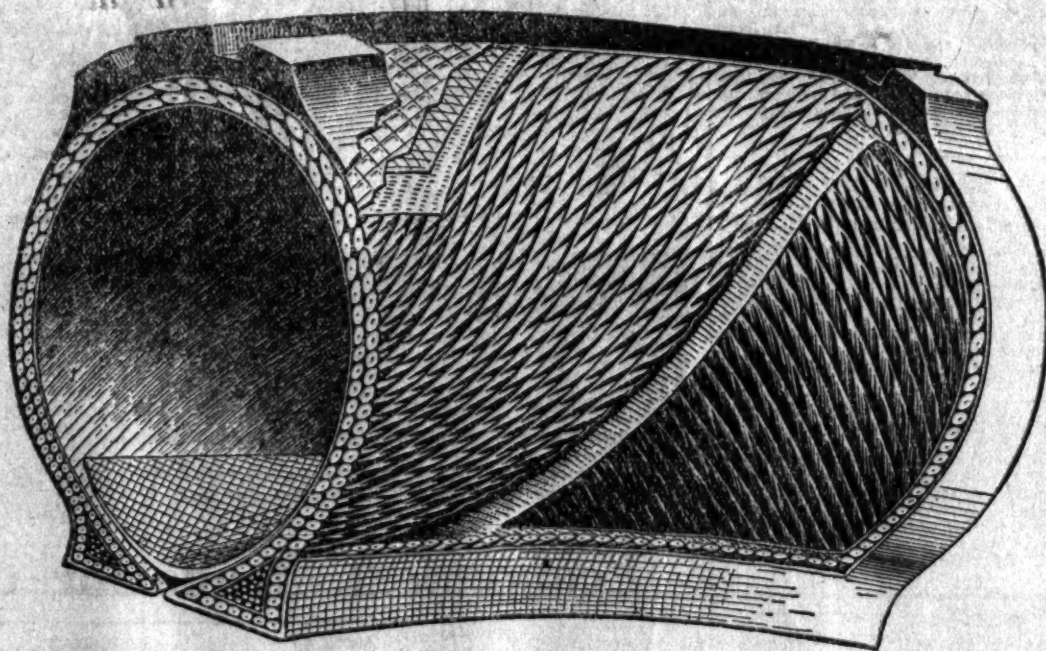
This two-layer feature is feasible, however, in no other tyres than those of the strongly-patented SILVERTOWN CORD CONSTRUCTION, in which each single cord is stout enough, and strong enough, to lift a man's weight.

BECAUSE—

No other tyre construction would "stand up" under the tremendous strains of load and speed—with less than the usual 5-7 layers of fabric or thread.

The extreme resilience and flexibility which result from the use of two layers of giant cords only, gives you, in Silvertown Tyres:—

MORE MILEAGE PER GALLON OF GASOLINE—MORE SPEED FROM SAME CAR—MORE COMFORT IN RIDING—AS ACTUAL TEST WILL PROVE



SILVERTOWN—GOODRICH CORD TYRES

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LIBERAL CONDITIONS AND MODERATE RATES

Health, Beauty and the Household

MY SECRETS OF BEAUTY

By Mme. Lina Cavallieri
The Most Famous Living Beauty.

CAN you recommend a good exercise to reduce my waist line?—K. H.

I know of nothing better than this: Place the hands upon the hips. Bend the trunk forward. Stretch the arms down until the finger tips touch the floor. Replace the hands upon the hips and raise the trunk. Four times will be sufficient for this movement. Be sure to breathe out as the trunk goes down, in, as it comes up, and never permit yourself to do the entire movement upon one breath.

I HAVE distressing and ugly hollows in my neck, while my bust appears as flat and shapeless as an old broomstick. How can I develop them?—L. S. T.

The best tissue builders I know of are cocoa butter and olive oil. There is really no need of your being so thin. Rub either or both of these ingredients into the flesh of your neck and bosom every night before you retire. This does not mean only for a week or two. Six months is more nearly the time it may require, for, remember, your neck has been thin for years, probably. You cannot expect to make such a complete change in a short time. I do not care to recommend any more severe measures, because they might do you more harm than good. A gentle massage is always an excellent stimulant, but never try to do it without first rubbing cold cream, cocoa butter or olive oil on the fingers.

The Doctor Says

By Brice Belden, M.D.
The Well-Known Physician and Writer.

MY mother died of cancer, and also my father's father. Would I be more likely to contract this disease than most people?—B. D.

According to the latest statistics of six large life insurance companies, compiled by an expert actuary for the American Society for the Control of Cancer, you are no more likely to contract cancer than any other person, in so far as the family record which you cite is concerned. That is, these statistics show that if one or even both of an individual's parents have died of cancer, that individual is no more likely than anyone else to die of the same disease. It begins to look as though cancer were not hereditary at all, contrary to ancient belief.

I AM a heavy eater and getting stouter all the time, but never feel very well. What do you think may be the trouble?—P. S. M.

If you overstock a furnace and then shake it too little, the furnace will perform its functions badly. People overeat, neglect exercise and get clogged with fat and severe poisons, and then wonder at their indisposition. They not only generate poisons in this way, but they add alcohol and other poisons. It is no wonder that there is such an enormous amount of morbidity. Take the over-nourished woman around the "dangerous age." She carries, say, forty pounds excess "baggage." Her heart has to pump the blood through this extra expanse of "territory," a strain which nature never planned for. She is nervous and tires readily. She has "rheumatism" and "neuritis." She goes to seed rapidly and ends up with nephritis, or after a long precancerous stage malignant disease caps the degenerative process. All unnecessary; all preventable.

I SUFFER much from headache. I notice it most in the morning. I get up with it, but it passes away in one or two hours. What could cause such a headache?—M. P.

The possible causes of such a headache may be listed as follows: Disease of the kidneys, indigestion, constipation, bad air, eyestrain, dental disease, lead and alcohol poisoning, disease of the nasal sinuses (accessory chambers communicating with the nasal passages), tumor of the brain, anemia, malaria and poisoning by coffee and tobacco. If you cannot definitely relate your trouble to any of these common causes yours is a case for special study and diagnosis. It would be very inadvisable to resort to remedies to merely dull or suppress the aching without ascertaining the cause.

IS gout now believed to be hereditary?—G. H.

The latest view is that gout is an acquired habit of body, due to excessive and incorrect eating. Without such eating there can be no gout, says a noted French authority—Fernet. A person disposed to gout has great food tolerance, and can overeat for years without apparent injury, but finally, particularly where there is lack of exercise, gout supervenes. It is not gout itself that is hereditary, but the tendency toward overeating. Fernet believes that gout may be removed by a long course of correct eating with appropriate exercise.

THE edges of my eyelids get red and crusty all the time. What would you advise for this condition?—N. O'C.

The condition which you describe is called blepharitis. It is often due to eyestrain. Go to an oculist and have your eyesight tested. Remove the crusts by bathing them with a warm solution of bicarbonate of soda in the strength of one teaspoonful to a quart of a pint of water (half a tumblerful). Night and morning the edges of the lids should be smeared over with an ointment consisting of:
Yellow Oxide of Mercury..... 4 grains
White Vaseline..... 1 ounce
In this condition the general health may be a little below par and there may be more or less anemia. It would be well to take some iron in the form of one-grain Bland pills. Take two of these pills after each meal.

GOOD TO EAT

Clams, Club Style.

WASH and dry the clams between towels. Dip in batter and fry in deep fat. Take out and drain on brown paper. To make the batter, mix one-half teaspoonful of salt and a few grains of cayenne. Add slowly two-thirds of a cupful of milk, stirring constantly. Then fold in two well-beaten eggs. Make a thickened cream sauce seasoned well with salt, cayenne and celery salt. Dip some slices of toast in this sauce, place the fried clams upon the toast, add a sprig or two of parsley and serve at once.

Pimento and Olive Salad.

MIX two Neufchatel cheeses with one cupful of grated cheese, and when creamed together add six olives stoned and chopped fine and one teaspoonful of chopped pimento; season generously with salt and pepper, moisten with cream and mold into balls an inch and a quarter through. Pimentos (which are olives stuffed with pimento) can, of course, be used if more convenient, and a few drops of onion extract or a very little onion juice adds piquancy to the cheese balls. Take lettuce which has been in cold water and is therefore crisp, shake it dry, and arrange with the pimentos cut in long half-inch strips, mix thoroughly with a French dressing, and garnish with the cheese balls.

I AM not a young woman any longer, but my hands show my age most of all. How can I restore them to plumpness?—BESSIE S.

The hand that shows age is a source of much mortification and anxiety. The best thing to do is to go to a reputable beauty parlor and take electrical treatment for the hands. After a few days of its use, the ugly furrows dug by the spade of time will have been filled in by the tingling life-blood hastening to repair the damage. Renew this treatment occasionally when needed, but in addition apply every night the following plumping cream:

Spermoceti..... 5 ozs.
White wax..... 2 ozs.
Oil of almonds..... 16 ozs.
Glycerine..... 4 ozs.
Rosewater..... 4 ozs.
Borax..... 1 oz.
Oil of rose..... 20 minims
Extract of jasmine..... 1 oz.

MY complexion is always annoying me. It won't respond to any treatment I give it. But I am very anxious to improve it if I can. What would you suggest?—A. C.

If you will wash your face every single night in sweet milk or buttermilk, wiping off the last traces of it just before falling asleep, with a soft linen cloth, I believe that you will develop as lovely a complexion as was ever obtained by the use of the most expensive skin foods and lotions in the world. There is one proviso, however. You must see that your general health is good, and you must never omit the daily cleansing bath. Daintiness and cleanliness will go far to improve anybody's complexion.

ALL of the skin of my body is as smooth as satin, except that on my arms, which is usually covered with "goose flesh" and looks about as rough



"Try this exercise," says Mme. Cavallieri, "to reduce the waist line and strengthen the muscles that give grace of carriage."



"The ears deserve the careful attention of every woman who would be really beautiful."

as a nutmeg grater. What can I do to remedy this?—AILEEN M.

Take a soft, but coarse towel and rub briskly over your arms after bathing them. If this is not effective in opening the pores, try a flesh-brush, giving them a hard, dry scrub. If they are still rough, try the homely pumice-stone. Any irritation that may follow may be allayed by this soothing cold cream:

Sweet almond oil..... 30 grams
Spermoceti..... 5 grams
White wax..... 5 grams

WILL you please tell me what to do with my hair? It has been bleached and now I am trying to restore it to its original color. I am almost distracted and rub olive oil into the roots every night, but the ends still remain light.—ANGELE D.

Don't despair. The ends of the hair are naturally slower to respond to any kind of treatment, and you must expect that it will take quite a weary time before your hair is once more uniform in color. As a palliative of your troubles you can tint the ends brown by using the following mixture:

Henna leaves..... 1 dram
Rhubarb root..... 1/2 dram
Eau de Cologne..... 2 drams
Rosewater..... 2 ounces

MY hair is of light, golden color, but I am greatly worried by the fact that it is turning darker. How can I keep it light?—LYDIA K.

Strained honey..... 1 oz.
Rhubarb stalks..... 1 oz.
White wine..... 3 ozs.
Steep this mixture over a slow fire. Let it stand for twenty-four hours in a cool, dark place. Rub this well into the scalp, wetting the hair. Wipe the hair with a soft towel, but allow the mixture to dry in.

Economical Menus for the Week

DON'T worry about what you will have to eat this week.

Here are twenty-one carefully planned menus, covering every meal from Monday morning's breakfast until Sunday night's supper.

You will find these meals not only appetizing and economical but extremely well balanced as to the amount and variety of the nourishment they supply.

MONDAY

Breakfast

Apples
Cereal with Milk
Mushroom Omelet
Fried Brook Trout
Rolls
Coffee

Lunch

Cream Cheese in Cups
Bar-le-Duc Currants
Muffins
Tea

Dinner

Leek Soup
Hot Baked Ham
Spinach Timbales
Macaroni in Cheese Sauce
Cucumber Salad
French Dressing
Cheese Straws
Caramel Parfait
Coffee

TUESDAY

Breakfast

Baked Apple Sauce
Cereal Sugar and Cream
Beef and Potato Hash
Corn Muffins
Coffee

Lunch

Clam Chowder
Crackers
Lettuce Salad
Rhubarb Pie
Cocoa
Dinner

Dinner

Cream of Celery Soup
Hot Boiled Tongue
Spinach Timbales
Cream Sauce
Banana Salad
Wafers
Caramel Rice Pudding
Coffee

WEDNESDAY

Breakfast

Bananas
Cereal, Sugar and Cream
Poached Eggs
Oatmeal Muffins
Coffee

Lunch

Sliced Cheese and Bread
Gingerbread
Canned Fruit
Chocolate
Dinner

Dinner

Artichoke Soup
Broiled Lamb Chops
Baked Potatoes
Macaroni with Tomatoes and Cheese
Lettuce Salad, French Dressing
Cheese Straws
Baked Alaska
Coffee

THURSDAY

Breakfast

Cereal with Dates and Milk
Eggs Scrambled, Chopped Ham
Stewed Apricots
Parkerhouse Rolls
Coffee

Lunch

Creamed Salt Codfish
Baked Potatoes
Buttered Toast
Dates and Figs
Tea

Dinner

Clam Broth
Lobster a la Newburg
Chicken Timbales
Spinach
Potato Croquettes
Cabbage and Nut Salad
Cheese Fritters
Sultana Roll, Strawberry Sauce
Coffee

FRIDAY

Breakfast

Cereal with Cream
Creamed Salt Codfish
Small Baked Potatoes
Parkerhouse Rolls
Coffee

Lunch

Mock Bisque Soup
Shrimp Salad
Graham Bread and Butter
Hot Cornstarch Pudding
Chocolate Sauce
Coffee

Dinner

Fresh Fish Chowder, Oysterettes
Cold Spinach, Sauce Tartare
Lemon Pie
Toasted Crackers
Half Cup of Coffee

SATURDAY

Breakfast

Baked Apples, Thin Cream
Sugar Bacon
Fried Cornmeal Mush
Honey
Coffee

Lunch

Succotash
Rye Meal Muffins
India Relish
Apple Pie
Half Cup of Coffee
Dinner

Dinner

Roast Loin of Lamb
Orange Mini Jelly
Parisienne Potatoes
Peas
Lettuce Salad
Cream Cheese, Quince Preserves
Half Cup of Coffee

SUNDAY

Breakfast

Oranges
Cereal with Cream
Bacon and Eggs
Coffee

Lunch

Veal Broth with Vermicelli
Galantine of Chicken
Mushroom Sauce
Mashed Potatoes
Lettuce Salad, French Dressing
Orange Charlotte
Coffee
Supper

Dinner

Creamed Oysters in Chafing Dish
Toasted Crackers with Cheese
Canned Peaches
Cake
Coffee

Making Housework Easier

By Mrs. Christine Frederick

The Distinguished Authority on Household Efficiency.

MY kitchen is so hot, although I have windows on both sides. Is there any kind of ventilator I can use?—MRS. E. T.

If the house is permanent and you have a flue in the kitchen near the stove, it will be an easy matter to have a ventilator put in to the flue above the stove, which will carry off the heat and odor. If this is not possible, have your plumber insert in the wall near the ceiling a hot water register, such as is used in connection with a hot water furnace, and which costs about 75 cents. This will carry off a certain amount of foul air. Or an electric fan may be used with excellent results.

I HAVE a friend who uses glass baking dishes. Will they really not break? Can you tell me about them?—MRS. W. A.

The new glass baking dishes are practical as well as novel. They are made of especially heavy, clear glass, which resists high temperatures. They are excellent for all scollops or baked dishes in the oven, and are efficient because they permit the serving and cooking of food in the same dish. They are also much easier to wash because food does not stick to them as it does to clay or agate. They cost quite a bit, but one or two well-chosen shapes would be an addition to any pantry.

WHAT do you think of the method of cleaning silver in a special pan, instead of using paste or polish?—ETHEL G.

The method of laying silver into a hot solution to which salt and baking soda are added, in a specially prepared metal pan, is excellent for flat silver such as knives, forks, etc. This method cleans the silver, but does not polish it, as polish is only possible where a high friction is produced by rubbing. That is, the silver is clean and bright, but not shiny. There is now on the market a small metal disk, costing about \$1.00, which can be dropped into any agate pan and produce the same results. For silver with scroll or engraving, however, it is necessary to use a brush and some form of paste.

WHAT is an open stock pattern? I have heard the term but I do not quite understand what it means.—MRS. S. H.

Open stock is the term used for that china whose patterns are kept constantly in the store and which can be replaced at any time. A "set" is the pattern of dishes which cannot be replaced except with great difficulty, from the factory direct. It is always preferable to choose a pattern of open stock, so that when cups and saucer dishes are broken, or additional dishes are needed, they can easily be obtained. All the good china departments carry open stock.

I WANT to have my kitchen repainted this spring. What colors would you suggest? It is now a dark, dingy green.—MRS. K. T.

The color of the kitchen wall has a great deal to do with adding to the happiness of the worker. The kitchen should always be light—white, if possible, for the upper walls and ceiling—but if not that, at least light tones of blue, apple green, buff, etc. If there is a wainscoting, either simulated or real, it may be slightly darker, but the lighter the tones and the woodwork, the better. Paint of the regular oil, not the flat type, is most easily cleaned. Painted trim is always more attractive than heavily stained woodwork.

Science in the Home

By Prof. Lawrence Hodges

Head of the Citadel Laboratory of Physics.

HOW can I make an inexpensive shade for a bright light?—P. O. M.

One of the finest light diffusers is ordinary tracing cloth, which you may buy at stationery stores, or store dealing in draughtsman supplies. For an electric lamp a piece of this cloth tacked around a small hoop, thus making a cylinder, and with the other end of the cylinder sewed to a wire bent into a circle, makes a very satisfactory diffuser. The writer uses several of these in his laboratory and has found them very satisfactory.

WHY are hob-nailed shoes colder than other kinds?—W. M. B.

The hob nails are good conductors of heat and, as they project into the shoe and come very close to the foot, the heat of the body is conducted to the outside. So a person standing on cold ground and wearing such shoes gets cold feet. On the other hand, during extremely warm weather, these shoes are hot for the nails conduct the heat from the outside in. In summer, when the temperature is less than blood heat (and it very seldom exceeds this) the shoes are cooler than other kinds. The best way to keep these shoes from functioning in this manner is to wear woollen socks and place an insole of pasteboard or some other non-conducting material inside.

DOES a piano change tune with the seasons, and if so, why?—R. H. L.

If a piano be perfectly tuned in the Summer it will not be tuned to the same key, nor in exact tune, in the Winter. The cold makes each string contract and thus increases the tension. The frequency of vibration of a string depends on the tension; the greater the tension the greater the frequency. As the pitch depends upon the frequency, it can be readily seen that piano strings will have a higher pitch in Winter than they had in the Summer. This is compensated to some extent by the contraction of the frame holding the strings, but the compensation is not complete.

YOU MIGHT TRY--

Cigar Stubs for Rubber Plants.

CIGAR stubs, broken into small pieces and strewn on the earth around rubber plants will stimulate their growth.

Corn Starch in Sponge Cake.

IF YOU have trouble in making your sponge-cakes rise properly, put a little cornstarch, not more than a tablespoonful, into the flour before mixing.

Garden Hose on the Carpet.

WHEN beating a carpet use a piece of garden hose instead of the usual stick or rattan beater. Its flexibility will prevent the usual wear and tear on the carpet.

Sassafras for Red Ants.

TO DRIVE away red ants saturate a cloth with a small quantity of oil of sassafras and apply to every place where they congregate.

Cheese in the Soup.

IN MAKING soup, if your stock happens to be a trifle weak, add half a teaspoonful or less of grated cheese and the flavor and strength will be greatly improved. Parmesan cheese adds a delicate flavor to almost any kind of soup.



SHANGHAI, SUNDAY, JUNE 17, 1917

Judge Rummy's Court

Self-Defense To The Bitter End

By Tad



NEWCOMB IS TRAP CHAMPION OF U.S.

Repeats His Victory of 1913 In Title Shoot Outing R. L. Spotts

BREAKS 191 OUT OF 200

Quaker, Marksman Leads Plum By Two Targets—McMahon Is Third

New York, May 13.—Charles H. Newcomb, of the Independent Gun Club of Philadelphia, winner of the amateur trapshooting championship of the United States in 1913, won his second national title at the Travers Island traps of the New York A. C. yesterday. He took the twelfth annual championship with a total of 191 out of a possible 200 targets.

Although his score did not set a new record, it was remarkably high considering the weather conditions. The 100-rod traps who competed for the title shot in a heavy wind from the east that kicked up quite a sea on Long Island Sound.

Newcomb always had the shoot well in hand. He was one down on the first string, and then ran a straight of twenty-five targets. In each of the remaining strings of the first round he lost one bird, making his total ninety-seven at the end of the first 100 targets. This total was three better than that made by any other shooter.

Beginning the second round Newcomb lost his first three targets, but finished the string with a twenty-two. Newcomb ran straight the next time at the traps for a total of 144 out of a possible 150.

In the third string of his second 100, Newcomb again took a cropper, failing to kill three birds. However, he came through with another straight string of twenty-five in his final round, winning the championship by two targets from F. Plum, Atlantic City, N. J., who also represented the Independent Gun Club. Danny McMahon, New York A. C., finished third with 147, and then came W. H. Yule, also a Winged Foot marksman, with 145.

Although the Independent Gun Club won both first and second places, the Quaker City organization had difficulty in the team shoot. It just won the championship by one bird from the New York A. C. The scores were 924 to 925. The Boston A. A. finished third, and the Hartford Gun Club fourth.

The shoot created several surprises. Ralph L. Spotts, New York A. C., who won both the preliminary and the championship last Spring, fell down badly in both events this year, and in the championship yesterday had only 183 out of a possible 200 targets. H. J. Fendergast, Phoenix, N. Y., winner of the preliminary on Friday, also finished low, with a total of 181.

Mrs. Voyle, the Detroit gunner, who was expected to be well up with the leaders, fell down badly, and finished with a total of 190, one bird behind Mrs. A. G. Wilkes of San Francisco, Cal.

CHIN-CHIN

A Page From Diary of An Advertising Man

6 a.m. Boy brought tea. Sun was shining, little sparrows lifting up their souls in song. Considered possibility of retiring from business in 10 years' time.

7-7.30 a.m. Abstinences, devotions, etc. Sang in my bath.

7.30 a.m. Sky became overcast. Breakfasted. Porridge burnt, fish off-color, beefsteak leathery, feathers sprouting through eggs, shish, a fly in the marmalade.

8 a.m. Preoccupied about the future. Houseman five minutes late. Rain began to fall.

8.07 a.m. Arrived office. Shroffs (37) were waiting on the mat. Murdered them all. Phoned contractor to remove cadavers.

8.16-9 a.m. Opened and perused mail. Unpleasantly worded communications to hand from 10 clients, declining to renew contracts. Rain coming down in torrents. Departed from customary practice and said a bad word or two.

9.15 a.m. Received registered letter from Brown-Jones, enclosing contract for 50,000 inches of space. Gave junior clerk a raise of salary. Wondered what make of car I should buy. Fell into reverie.

10.10 a.m. Sharebroker called and asked for more margin (stock had fallen 31 points). Asked me if I had heard that Brown-Jones had been arrested an hour before for trading with the enemy.

10.45 a.m. Large, muscular man called. Committed most unprovoked assault and concluded by saying: "That's what I'd like to do to all you blooming editors!" Explained that I was not the editor, mentioned exact hour when that gentleman would arrive and indicated his room. Man apologized and shook me warmly by the hand.

10.55 a.m. Elderly boarding-house lady called. Dis-satisfied with explanation as to why she had only received 47 replies to her advertisement; scratched my face. Chided her.

10.67-11 a.m. Files in office became unbearable (bald spot too attractive). Swatted quite a number.

11.05 a.m. Threatened individual called. Asked for donation to Society for the Amelioration of Indigent Hot-Cross-Bun Makers. Murdered him and phoned contractor.

11.07 a.m. Called No. 1 boy and gave an order.

11.09 a.m. Signed the chit.

11.15-11.50 a.m. Interviewed indignant advertisers. Disposed of them in the usual manner. Felt fatigued.

11.51 a.m. Decided that the advertising profession held out no hopes of retirement with a competency.

11.52 a.m. Wrote resignation to directors.

11.55 a.m. Wired to Peking, applying for advisory position in the Presidential entourage.

6.30 a.m. Woke up and found tea was getting cold.

INTER-COLLEGE WATER SPORTS AT HANGCHOW

Christian College Is Best At Swimming; Government Boys Win Rowing

A fine, successful inter-scholastic water-sports meet between the Hangchow Christian College and the Hangchow Government School was held on the river in front of the former institution, on Friday.

The events were swimming races and a rowing contest. The swimming events were won by the students from the Christian College, while the rowing race was won by the Government School team, after a great display of courage in the last 20 yards of the course.

The success of the day and the sportsmanship of the teams is a credit to the American athletic directors at both of these institutions and they are to be congratulated.

SCOT ATHLETES KILLED

Men Noted in Many Branches of Sports Slain in Action

New York, May 13.—Many of Scotland's greatest athletes have been wounded or killed in the war during the last two months. Captain Daniel G. Campbell, a noted all-around athlete of Edinburgh University, met his death in the British offensive on April 9. Campbell was a crack high jumper, having won the Scottish championship as his specialty for four successive years beginning in 1910. G. B. Henderson, reported as severely wounded, was a member of the King's Own Scottish Borderers, and was generally rated as the foremost amateur sprinter in Scotland.

Another noted athlete, Captain J. Martin, who was killed in action on April 28, was one of the best rugby forwards Scotland ever produced. P. G. Jenkins of the Scottish Highlanders, who was killed on April 9, was an expert golfer. He played in the Irish open championship in 1912, and was runner-up to Gordon Lockhart, losing the final match by the narrowest of margins.

Captain G. L. Jackson, who fell in action on April 9, was a renowned cricketer, winning many contests for Oxford, which institution he attended, during 1913 and 1914. He enlisted at the outbreak of the war, and has been at the front practically ever since.

DOG SLEDGE TO AIRPLANE

Hartman, Hero of Recent Race, to Join Aviation Corps

Chicago, May 8.—Fred B. Hartman, hero of the dog race from Winnipeg to St. Paul last February, reported to the Central Department, U. S. A., today as a volunteer for the army aviation corps. Competing against the picked "mushers" of the Hudson Bay district, on the verge of collapse from frost bites, wounds, and loss of sleep, and with one of his dogs dead, Hartman won the plaudits of the entire north country for the determination shown in finishing the race over the 870-mile snow-bound trail.

Mike McDermott of the Illinois A. C. holder of the National A. A. U. breast stroke swimming championship for eight years, enlisted in the navy today, while Lester White of the Hamilton Club, National A. A. U. junior swimming champion, joined the army.

'Under Cover': By The Frawley Co.

By 'Domino'

The Frawley Company drew a crowded house to the Lyceum Theater, last night, when they repeated "Under Cover." With a good story at the players' disposal and with their usual fine acting, there is no wonder that the audience was highly enthusiastic. Calls were frequent, applause loud and prolonged.

The play treats with the smuggling question and has a distinct moral. The practice of allowing well-known people to get through the Customs with contraband goods, only to track them down and then blackmail them, is shown. That is the idea underlying the piece.

The idea is wrapped round with a story that grows both interesting and exciting as it progresses through four acts. Act 4 is the climax. The audience forgets to applaud. It holds its breath, it is afraid to move and, when the curtain falls, there is a sigh of relieved tension and pleasure. The final act brings out quite a novel solution and it may be said to clinch a fine play.

There is a woman and a man in the case. The man appears to be a smuggler, but he is fascinating and the woman gives away her heart. But fortune is unkind.

She finds herself in the hands of one of the Customs officials and it is her terrible duty to denounce the man with whom she is in love. How does it turn out? Well, that is telling and it would spoil the story to satisfy your curiosity.

Miss Eva Lang is the woman. That is quite sufficient to say about the piece got full value. The actress brought all the fine skill with which she has delighted us in all the pieces in which she has acted to bear upon the part. The result was a perfect portrayal.

Then John Halliday took the part of the supposed smuggler. He had an enormous amount of work to do. His business was tremendous, but he was able to get all the light and shade that the part required and again displayed what a very fine actor he is.

It is with a great deal of pleasure that we have nothing but nice things to say about the playing of Mr. Reynolds Denniston in the big part of the Customs official. We have already had to speak favorably about this player's work in "The Outcast" and "Jerry," but this present part of his stands out, both in its size and in its rendering, as the best that the player has attempted locally. Mr. Denniston's work throughout was most convincing and in the fourth act, especially, he was excellent.

Mr. Frawley and Miss Annette Tyler both had nice parts as husband and wife. Frawley raised a laugh every time he opened his mouth and that is just what he was meant to do. Miss Tyler, who has done so well in strong parts, did quite well in her comedy part and only strengthened our already good opinion of her.

Mr. Homer Barton and Miss Hager had a lot to do together and these two clever players thoroughly amused the audience with their acting. They are deservedly very popular here and I fancy that, when we have seen them in the play "Twin Beds," they will be more sought after than ever. Miss Valentine Sydney and Mr. Austin Moore were both seen to advantage in small parts.

The same play will be repeated on Monday and can be well recommended.

There was one unpleasant feature to last night's entertainment. And this was provided from the dark side of the footlights. Reference is made to a number of false-comers made to the Lyceum stage, and is generally known to rise at 9 o'clock. Yet there were people straggling into the house until as late as five minutes to 10, and for the sake of about a dozen of these people, several hundred others were put to a good deal of annoyance. It is really a pity that such a practice can prevail.

Experts Foresaw Fall Of Welsh At Hands Of Benny Leonard

The following, from the New York Times of May 18, shows that the experts foresaw the fall of Freddie Welsh's star at the hands of Benny Leonard:

New York, May 13.—Local boxing enthusiasts are still discussing the recent ten-round exhibition between Freddie Welsh, world's featherweight champion, and Johnny Kilbane, the littleholder in the featherweight ranks, and the contest is being the cause for considerable speculation. The speculation hinges on the merits of Welsh, as shown against the superior cleverness and speed of the little Cleveland featherweight, and local admirers of the ring sport are skeptical indeed of the Englishman's ability to defend his laurels as the world's leading lightweight much longer.

There are many who have formed the opinion that Benny Leonard, the popular Harlem lightweight, could duplicate the feat accomplished by Kilbane, and in a more decisive manner. In his bout with Kilbane Welsh failed to show any initiative in the matter of aggressiveness, relying upon his ability to protect himself successfully his vulnerable spots. This showing gave the boxing public the foundation for the belief that Welsh is fast losing his much respected cleverness. In many quarters it is doubted if he could successfully complete a championship bout over the regulation twenty-round route or longer, against any of a number of

formidable lightweight boxers who could be named. In the last would be found several who possess heavy hitting ability, and it is conjectured that even the wonderful defense of Welsh could not hold out against the efforts of a hard-hitting lightweight in a championship encounter.

Welsh No Longer 133-Pounder

Another fact which is argued much to Welsh's disfavor is that he cannot possibly make the recognized lightweight limit. This poundage is 133 pounds, and in some quarters is put at 135 pounds; but it is doubtful if the title holder can get himself down to the required weight, even the latter-named figure. In his bout with Kilbane Welsh was announced as weighing 133 pounds, stripped, while Kilbane was said to have weighed in at 130 pounds, stripped. The latter looked exceedingly light for this announced extra poundage, but Welsh seemed his natural self at 133 pounds and did not appear to carry an ounce of superfluous flesh.

There is considerable talk of a match between Leonard and Welsh, but to date nothing definite has been negotiated by the managers of either of the boxers. Billy Gibson, for Leonard, has long been camping on the trail of Welsh, but the latter's manager, Harry Pollok, just recently dismissed Leonard's plaintive plea for a crack at the title, recalling the last ten-round meeting between the two boxers, in which Welsh received the unanimous newspaper verdict. Many enthusiasts insist that Leonard is clearly entitled to a championship match with Welsh, for he is about the best of the present crop of lightweights, and he has repeatedly shown his superiority in matches against the best boxers of the division.

RECORDS OF TWO MAJOR LEAGUES

Batting Averages of Leaders in National and American Circuits

New York, May 13.—The following figures are compiled from official scores as published in the different cities of the American and National leagues. They include games played on May 10:

NATIONAL LEAGUE

Batting Averages

Player and Club	AB.	R.	H.	AV.
J. Smith, St. Louis	25	5	12	.480
Roush, Cincinnati	42	7	18	.429
Griffith, Cincinnati	14	5	6	.429
G. Burns, N. Y.	71	11	24	.366
Cornvath, Phila.	53	11	20	.345
Cruise, St. Louis	70	10	24	.343
Zimmerman, N. Y.	59	10	20	.339
Kauff, N. Y.	63	7	21	.333
Elliot, Chicago	45	7	15	.333
Mecher, Pitts.	50	4	16	.320
Baird, Pitts.	76	12	24	.316
Ruesther, Chicago	26	2	8	.308
Groh, Cincinnati	79	17	24	.304
Gowdy, Boston	56	5	17	.304
Whitted, Phila.	61	8	18	.295
Ward, Pittsburgh	73	8	21	.288
Holke, N. Y.	63	8	18	.286
Bancroft, Phila.	63	8	18	.286
Konetchy, Boston	56	6	16	.286
Niehoff, Phila.	39	3	11	.282
Wheat, Brooklyn	65	7	18	.277

AMERICAN LEAGUE

Batting Average

Player and Club	AB.	R.	H.	AV.
Slater, St. Louis	84	10	34	.405
McInnis, Athletics	70	7	26	.371
Speaker, Cleve.	70	13	25	.357
E. Johnson, St. L.	34	5	8	.333
Danforth, Chicago	6	0	2	.333
Milan, Wash.	71	10	28	.324
Strunk, Athletics	66	9	21	.318
Wambagans, Cleve.	82	8	26	.317
Judge, Wash.	63	13	20	.317
W. Miller, St. Louis	19	3	6	.316
Cobb, Detroit	72	14	22	.306
Pratt, St. Louis	57	5	17	.298
Hoblitzel, Boston	51	6	15	.294
Jacobson, St. L.	72	9	21	.292
Chapman, Cleve.	84	16	24	.286
E. Foster, Wash.	77	10	22	.286
Baton, Athletics	71	5	20	.282
C. Walker, Boston	65	8	18	.277
Peckinpaugh, N. Y.	62	7	17	.275
Felsch, Chicago	88	9	24	.273
Bodie, Athletics	70	5	19	.271

Lawn Bowls

The team to represent the S.R.C. against the Shanghai Lawn Bowls Club today will be:

A. Eak (skip), C. Manwaring, J. E. Lucas and F. Jones.
R. J. Bowerman (skip), W. S. Featherstonhaugh, W. Milner and F. Milner.
H. Veitch (skip), A. Spiers, E. White and C. Thompson.
W. G. Brown (skip), S. M. Wallace, R. Phillips and S. Green.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Chikugo M. June 19
Per N.Y.K. s.s. Kasuga M. June 21
Per N.Y.K. s.s. Suwa Maru June 22
Per N.Y.K. s.s. Yawata M. June 23
For U.S., Canada, and Europe:—
Per T.K.K. s.s. Shinyo M. June 22
Per N.Y.K. s.s. Sdzuka M. June 24
Per T.K.K. s.s. Shinyo M. June 25
For Europe:—
Per N.Y.K. s.s. Kamo Maru June 18
Per N.Y.K. s.s. Kashima M. June 19

SAYS NED HANLAN LED ALL OARSMEN

Noted Rowing Coach Gives Views on 'King of Scullers' Controversy

CANADIAN WITHOUT PEER

Believes Cornell's Coach Emeritus, Courtney, Would Agree in Judgment

By James C. Rice
Coach of The Columbia University Crews

HANLAN'S RECORD

CHAMPIONSHIP RACES

Championship of Canada
1877—Defeated Ross at Toronto.
1878—Defeated Plaiat at Toronto.
1878—Defeated Ross at Kennebecasis.

Championship of America
1878—Defeated Morris at Pittsburgh.

1878—Defeated Courtney at Lachine.
1879—Defeated Courtney at Chautauqua.

1880—Defeated Courtney at Washington.

1880—Defeated Riley at Washington.

Championship of England
1879—Defeated Elliott on the Tyne.

Championship of The World
1880—Defeated Trickett on the Thames.

1881—Defeated Laycock on the Thames.

1882—Defeated Boyd on the Tyne.

1882—Defeated Trickett on the Thames.

1883—Defeated Kennedy at Boston.

1883—Defeated Ross at Ogdensburg.

1884—Defeated Laycock at Sydney.

1884—Lost to Beach at Parramatta.

TIME RECORDS
1 mile, Toronto Bay, still water, 5.30.

3 miles, Lake Quinsigamond, 19.23.


4 miles, Ogdensburg, race, 27.57.

5 miles at Chautauqua trial, 31.34.

Of late there has arisen a discussion over the relative merits of Charlie Courtney and Ned Hanlan as scullers. In a matter of this kind each man is entitled to his opinion, but I could not feel that I had done justice either to Hanlan, Courtney, or myself unless I unqualifiedly upheld Ned Hanlan of Toronto as the greatest sculler that ever sat in a boat. Regardless of size or weight, boat or water, in his prime the "Boy in Blue" from Canada gladly rowed and unflinchingly defeated all those who challenged his right to supremacy. I know that Charlie Courtney himself has said that was so in years past, and undoubtedly still holds to the same opinion.

It is not alone his record of victories from 1876 to 1884 that puts him in the forefront of the scullers of the world, but it was the way that he won them, and the mastery with which he handled a shell that stamped him, in my opinion, as without a peer. He was not the best boatbuilder in the world by any means. All his shells which were used in his championship races were turned out by George Wain,

"VALO" is Different



Different in flavor and a little different in size from most Virginia Cigarettes.

You will either like "VALO" very much or not at all—you won't be lukewarm.

"VALO" has individuality, therefore it is worth trying.

"VALO" is different, it is refreshing.

British-American Tobacco Co., Ltd.